





# NEW MUSIC

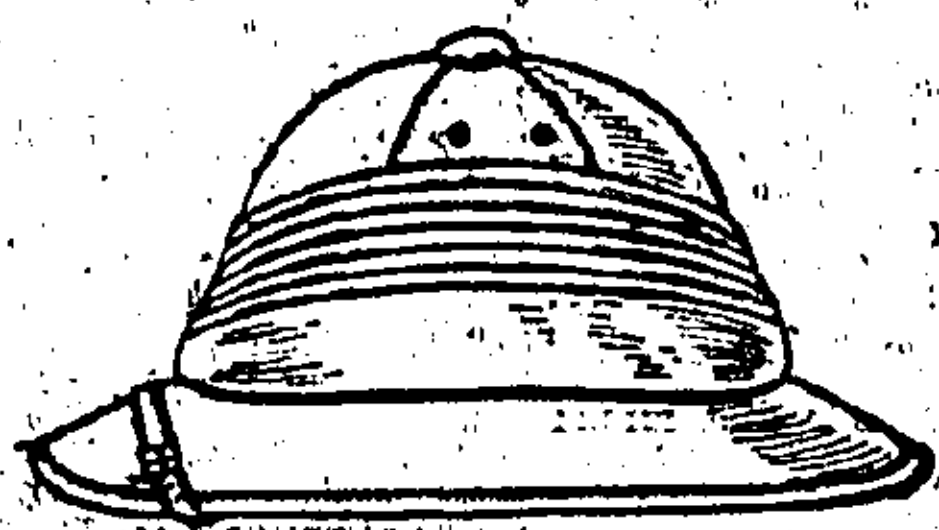
including  
 Pussyfoot Parade—one step  
 Dear Kiss Waltz  
 By the Campfire—Song  
 Blue Eyes Waltz  
 Nobody's Boy—selection  
 The Tango Rock—Novelty Dance  
 Indianola—Fox trot  
 Love Eternal—Waltz  
 Ja-Da—Song  
 In the land of beginning again—song  
 Bran Pie Revue—Selection  
 As you were—Selection  
 The Eclipse—Selection  
 and  
 Darewski's 2nd Song Fello

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### YOKOHAMA HARBOUR STRIKE SHIP COOLIES QUIT WORK

The Yokohama ship coolies went on strike recently adding new difficulties to the already dismaying problems facing shipping men at that port. The stevedores handling cargo ashore were still at work, but not a bit of cargo was taken from many of the vessels in the harbour. If the shore stevedores also strike conditions at Yokohama will be extremely serious, says the *Japan Advertiser*.

Little definite information regarding the cause of the strike can be learned along the waterfront. The trouble is believed to be between the Japanese stevedores foremen and their men, it being reported that the foremen have been gouging the pay of the coolies and the workers have decided to call a halt.

Fifteen demands are said to have been presented by the coolies to their employers, the main points being as follows:—  
 Increase of 40 per cent. in wages, with 50 per cent. extra pay for work in stormy weather; the payment of at least 1,500 yen the heirs of any man killed during working hours; the payment of a bonus, correlated with the illness of a labourer, by the employers; a series of bonuses for long continuous service.

Toward the end of March the Japanese foremen notified the landing companies that the stevedores would require more pay after 1st April. This was granted and it was supposed that the men were satisfied, but shortly afterwards the foremen sent word that it would probably be difficult to secure men on the following day as the men were to hold a meeting.

The following morning no men showed up for work and no freight was discharged during the day. A big meeting was held by the stevedores during the morning but no particulars have leaked out concerning the purpose or the results. However, the landing companies were told that the men would turn out for work. It is believed, however, that before the trouble is over there will be new demands for more pay.

There is no doubt that the ship stevedores are unavoidably working under hard conditions. They are paid well, but the congestion ashore makes it impossible to secure lighters for discharging. They are frequently sent home before noon for this reason and often are laid off for a day or more at a time waiting for lighters, so that in spite of the apparently big wage, their pay is small at the end of the week.

The congestion meanwhile is becoming worse and freight is being moved very slowly from the wharves. On the morning of the strike there were 22 freighters, all with big cargoes, waiting outside the breakwater and not a ton of freight was taken from the vessels in the harbour during the whole day.

A prominent shipping man said that it would take two months of steady work to clear up the accumulated freight in Yokohama if not another ship called at the port in the meantime.

### UNION JACK CLUBS.

#### HONGKONG A BLOT ON THE PICTURE

Vice-Admiral Sir Alexander Duff, addressing the annual meeting of Shanghai Branch of the Navy League last week, on the invitation of the chairman, said the subject of the Union Jack Club was of vast interest to himself and of vast importance to their men. The British sailor of to-day was a very different man from the British sailor of 30 years ago, and unfortunately his accommodation on board ship had not improved in the same ratio as his education and improved. The result was that they could not do enough for them on board ship, and it was a very great thing to get the men ashore. Sir Alexander went on to speak of the special benefit of having good clubs for the men, and observed in passing that it was important they should have a share in the management. The sailor was rather shy of civility, any suggestion of it was likely to "get his back up." The Club in Shanghai was a model, and a monument to the generosity of the Shanghai public. Its organization was good, and sympathetic. The management understood that the sailor was an ordinary man and not a saint, and gave him good liquor, good food and good entertainment.

Speaking on the question of up-river Clubs, Sir Alexander suggested the establishment of Union Jack Clubs at Hankow, Ichang, and Changsha, and he added that he would like to see the whole organized from a central or head office in Shanghai. He mentioned that Singapore had generously provided a site for a Club near the Raffles Hotel, and the sum of \$75,000 had been appropriated for its establishment. Hongkong was a blot on the picture, and was very unsatisfactory at present, but he hoped to see an improvement before long.

The Chairman then proposed a special vote to thank the Shanghai Race Club for its kindness in undertaking to support the club for another year. They could not, he said, speak too highly of its kindness in the matter. The Commandant-in-Chief would agree that it had been a great help to the Navy.

Mr. A. P. Wood seconded, and the vote was cordially agreed to. Mr. Brooks-Smith observed that in the event of the Race Club finding themselves unable to carry on the Union Jack Club as at present, he thought they would find that British merchants in Shanghai would respond to an appeal to carry on. The Ichang club subscription was raised in three days. Mr. Johnstone took the matter in hand and had no difficulty in raising a very considerable sum. (Applause.)

The Vice-Admiral thanked Mr. Brooks-Smith for this assurance. Upon hearing it, he felt he had done rather a good day's work.

### HIGHER COST OF LIVING IN THE EAST.

#### A PEKING COMMENT.

The *Peking Daily News*, discussing this question says:—

In the case of Europe and America it is not difficult to judge roughly the exact increase in the cost of living; in the case of the Orient it is almost impossible. Neither in Japan nor in China have statistical methods been applied to fundamental problems. Japan, in her excellent *Financial and Economic Annual*, each year gives a few tables of some assistance in understanding economic changes as they affect the livelihood of the people; but they do not carry one far. In China, still less is done, more's the pity. It is, therefore, almost impossible to ascertain the actual advance in the cost of living. That it is advancing is quite certain. Many of the workmen's guilds in Shanghai have been able to prove to the complete satisfaction of employers that what was a living wage ten years ago is nothing of the kind now. And ten years ago the cost merely of food had advanced on that of 1900 by 44 per cent., as a table of food prices published in a Municipal report showed. It is certain that, though this part of the world may have been less affected than any other by the war as far as prices are concerned, the increase during the past ten years, whether for foreigners or for Chinese, has been without precedent. Those who have systematically kept accounts of their family expenditure, or have wisely kept their receipts bills for household expenses, are able to testify to the extent of the increase; but a thoroughly scientific survey is necessary before final and reliable results are attained. Considering the importance of the matter it is surprising that nobody has yet constructed an index number of prices in China. Such an index number, correlated with exchange variations, would be a delightful thing to work out; but it is perhaps as well that it is not done, for otherwise there would be still more complaint of the increased cost of living. There are increases that are largely invisible; and that the eye does not see the heart does not grieve after, so let them remain invisible.

### JAPANESE MERCHANT FLEET

#### N.Y.K. THE LEADING COMPANY.

Japan had 3,069 steamers, totalling 3,043,165 tons gross, at the end of January 1920, according to the latest statistics of the Department of Communications. Of these steamers, 2,378, with 2,477,891 tons gross, were registered in Japan proper; 89, with 93,735 tons gross, in Korea; 27, with 28,371 tons gross, in Formosa; and 68, with 121,711 tons gross in Kwangtung. The same statistics show that at the date mentioned there were 88 owners of not less than 10,000 tons gross each, 35 in Japan proper and 3 in Kwangtung. The largest owner is the Nippon Yusen Kaisha, with 97 ships, totalling 437,494 tons gross, followed by the Osaka Shosen Kaisha, with 78, with 309,630 tons gross. Next comes the Kokusai Kisen Kaisha, the new shipping company which was established last year by merging the partial interests of a number of shipping companies. Its fleet consisted of 31 steamers, totalling 165,228 tons gross.

It will be seen that there is a considerable difference between the second largest and the third largest. No less marked is the difference between the third largest and the fourth largest, the Toyo Kisen Kaisha, which owned, at the date of the statistics, 11 ships, totalling 98,118 tons gross. The fourth company is followed by the Kawasaki Dockyard Company, with 16 ships, totalling 80,629 tons gross. The other five concerns are in the following order. The Kawasaki Kisen Kaisha, 11 ships, totalling 64,479 tons gross; the Mitsui Bussan Kaisha, 19 ships, 67,356 tons gross; the Katsuda Kisen Kaisha, 11 ships, 49,446 tons gross; the Yamashita Kisen Kaisha, 47,333 tons gross; and the Tatsumi Kisen Kaisha, 11 ships, 47,287 tons gross. *Japan Advertiser*.

### THE INDIAN FRONTIER GUARD

#### LONDON PRESS COMMENT.

The *Times* in a leader on General Monro's despatch says:—"It does ample justice to the fortitude and courage of the British Indian troops in a Frontier campaign of a magnitude without precedent in Indian annals. If we hitherto have heard more of the defects than the achievements it is because the amount of reference observed during the operations was far more absurd than was ever known on the Western front even in the early days of the war. In time the War Office learned the virtues of discreet publicity during the war but Simla has never done so and never will." The *Times* commends the statistics of personnel to those who think that we can hold great areas of the Middle East with small forces. Although we were nominally fighting on a front of a thousand miles heavy work was done in a few valleys within a comparatively limited area. The morale is applicable to Mesopotamia, Asia Minor and Persia alike. The *Daily Telegraph*, after quoting General Monro's remark that his task was one in which administrative organization played a leading part, states that his organization was admirably efficient. Nothing which foresight and ingenuity could do for the health and comfort of the troops was forgotten, and the strategy of the campaign was as sound as its administrative work. The story of the campaign has its military importance. More important still is the political lesson. Whatever system of administration we establish in India, the safety of Indian life and property depends immediately upon the Frontier guard. Any Government which tolerates internal disorder or weakens the military power of India, invites and will obtain the horrors of an invasion of savagery.

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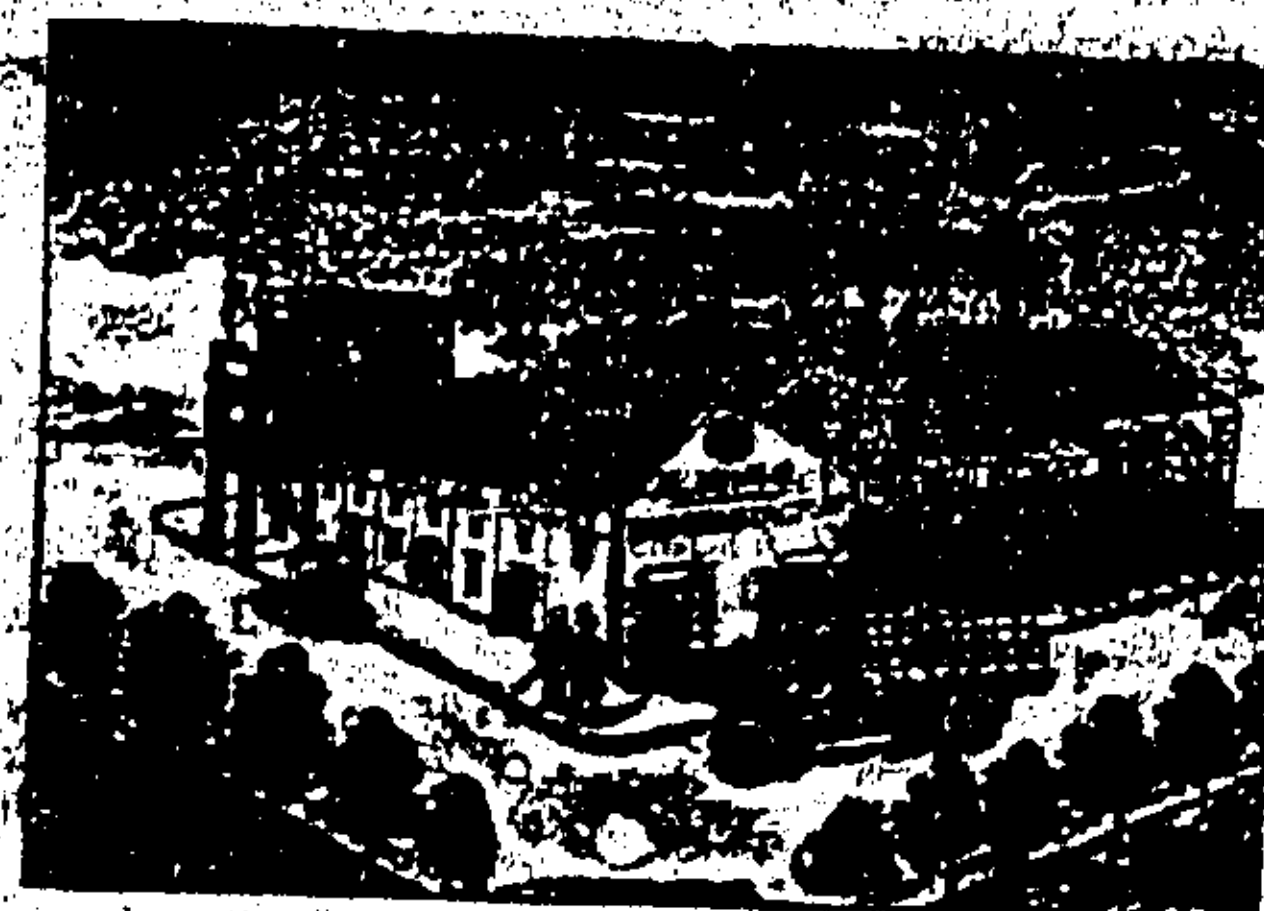
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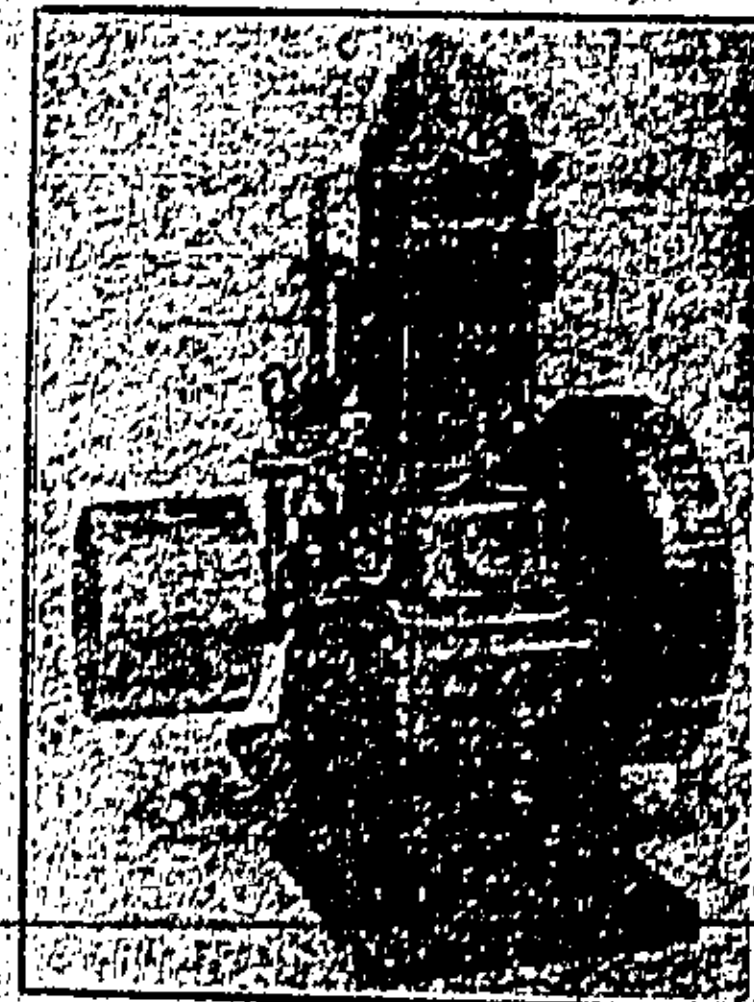
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## IMPORTANT PROBATE ACTION

## CHINESE LAW INVOLVED.

## INTERESTING CASE IN THE SUPREME COURT

There was started, yesterday, in the Supreme Court, the hearing of an important and interesting civil action which has been pending since 1913, in which it is believed several lakhs of dollars are involved. A Chinese woman named Ho Cheng Shi claimed, as administratrix of the estate of one Ho Wo Lam, from Ho Ngok Lam, for an account of the deceased's share in the Wah Kee firm in Hongkong, on behalf of Ho Shan Yan, a lad 15 years old, who was adopted in infancy by Ho Wo Lam.

Mr. Eldon Potter and Mr. F. C. Jenkin, instructed by Mr. M. W. Lo, appeared for the plaintiff, and the Hon. Mr. E. H. Sharp, K.C., and Mr. C. G. Alabaster, instructed by Messrs. Wilkinson and Grist, appeared for the defendant.

Mr. Potter, in opening the case on behalf of the plaintiff, read the statement of claim, as follows:—

- 1.—The plaintiff is the widow and administratrix of Ho Wo Lam, alias Ho Wan Ping, deceased, who died at Victoria, Hongkong, on or about October 13th, 1907. The plaintiff resides at No. 15, Queen Victoria Street, Victoria, Hongkong.
- 2.—The defendant resides at No. 24, Park Road, Victoria, aforesaid, and carries on the business of theatrical proprietor.
- 3.—In or about the year 1873 one Ho Wa Sang, alias Ho Tsin Lam, started a theatrical business in Hongkong under the name of the Wah Kee firm and in Canton under the name of the Po Cheong.
- 4.—Ho Wo Lam, deceased, and the defendant were subsequently admitted as partners in the said business each having a one-eighth share.
- 5.—Ho Wo Lam, deceased, managed the Wah Kee firm until his death in 1907.
- 6.—Since the death of Ho Wo Lam, the management of the said business of the Wah Kee and Po Cheong has been in the hands of the defendant. During his management the defendant acquired certain household properties and business with the assets of the said Wah Kee.
- 7.—In or about the month of July, 1902, one Ho Chiu Lam, another partner in the business, retired therefrom.
- 8.—In or about November, 1902, one Ho Shan Yan, an infant, was posthumously adopted as the son and heir of Ho Wo Lam, deceased. The said Ho Shan Yan is now 15 years of age or thereabouts.
- 9.—Since the death of Ho Wo Lam, the defendant has rendered no account of the share of the said deceased's share in the business.
- 10.—The plaintiff claims from the defendant:—
  - 1.—An account of the share of Ho Wo Lam in the business.
  - 2.—Payment of the amounts due.
  - 3.—Costs of action.
  - 4.—Further and other relief.

Mr. Potter said that the original statement of defence had been amended in an important detail. It now read as follows:

- 1.—The defendant says that the plaintiff ought not to be admitted to claim as administratrix of the estate of Ho Wo Lam, alias Ho Wan Ping, deceased, because in Probate Jurisdiction Action No. 3 of 1913, in which the defendant was plaintiff and the plaintiff was defendant, it was held and decided that upon the death of the 13th October, 1907, of the deceased, the whole of his property passed to one Ho Ng Shi, who took it beneficially, and that it remained vested in her until 1909, when it passed to an adopted son, who took the property as it stood in 1902, and that there is now no estate of the deceased outstanding anywhere.
- 2.—Judgment in Probate Jurisdiction Action No. 3 of 1913 was entered in accordance with the said decision and the said judgment still remains in full force.
- 3.—The deceased left surviving him a widow, the said Ho Ng Shi, and the plaintiff, a concubine.
- 4.—The deceased was a Chinese of the Siu Lam village in the Province of Kwangtung in the Empire (now, since his death, a Republic) of China. He died intestate a domiciled Chinese on or about 13th October, 1907.
- 5.—Upon the death of the deceased his property passed by the Law of China to his widow, Ho Ng Shi, who took it beneficially, and it remained vested in her until 1909, when it passed to an adopted son, who took the property as it stood in 1902, and there is no estate, and never has been any estate, of the deceased outstanding anywhere.
- 6.—Upon the death of the deceased his property passed, as aforesaid, according to the customs and usages of Chinese people, touching the distribution of the personal estate of persons dying intestate.
- 7.—By Chinese law and custom, the plaintiff is not entitled to administer the estate of the deceased; the control and management of such estate is, in the circumstances of the case, in the hands of the nearest male relatives of the deceased.

8.—Both at the time when Ho Wo Sang was the sole owner of the business and subsequently when it became a family partnership the office at Canton in China was and is the head office. The Wah Kee was not a different firm, but was the name given to the Hongkong branch of the business. Such investments as have been made have been effected with the assets of the whole business.

9.—A general account of the whole business was rendered at the head office in Canton (where alone by virtue of the matters aforesaid and by virtue of the said partnership agreement it should be rendered) in the year 1904.

10.—The plaintiff's claims are also barred by statute, lapse of time, and laches.

Mr. Potter said that the reply to this amendment of defence was as follows:—

- 1.—The plaintiff joins with the defendant on paragraphs 1, 2, 5, 6, 7, 8, 9 and 10 of his amended defence.
- 2.—And in further answer to paragraph 7 thereof the plaintiff says that the defendant ought not to be admitted to raise the plea set out in such paragraph, because in Action No. 3 of 1913 in Probate Jurisdiction (in which the present defendant was plaintiff and the present plaintiff was defendant) the present defendant claimed to have the letters of administration which had been granted to the present plaintiff revoked and declared null and void on the same ground, *inter alia*, as that set out in paragraph 7 of the amended statement of defence. Judgment in the said Probate Action was entered against the present defendant, and the said judgment still remains in full force.
- 3.—The plaintiff will object, in further answer to paragraph 7 of the amended defence (1) that letters of administration were granted to her on January 22nd, 1913, by the Supreme Court sitting in Probate Jurisdiction, (2) that the Supreme Court sitting in Original Jurisdiction has no jurisdiction to adjudicate on the title of the plaintiff to administer the estate of the deceased, (3) that effect cannot be given to the defendant's plea in such paragraph 7 except by revocation of the letters of administration, and (4) that the revocation of letters of administration is within the exclusive jurisdiction of the Supreme Court sitting in Probate Jurisdiction.

Mr. Potter, continuing, said that certain facts were admitted—that the plaintiff is the administratrix, that the deceased managed the firm of Wah Kee till his death in 1907, that Ho Shan Yan is the adopted son and heir of the deceased. The defence said Mr. Potter made a statement which he entirely refuted—that the Wah Kee was only a branch of a firm, the head office of which was in Canton. Mr. Potter further said that on August 29th, 1913, the defendant applied that the plaintiff's claim so far as it applied to the Po Cheong firm was out of the jurisdiction of the Court. In accordance with that request, the Po Cheong firm had been struck out. The only claim now was for an account of the Wah Kee firm. It was important to note the defence had not stated that the Wah Kee firm was a Canton firm; it was significant that earlier in the proceedings the defendant wanted a Canton firm struck out. The first issue, said Mr. Potter, which the Court had to decide, was that raised in paragraph 8 of the amended defence—that the Wah Kee firm was only a branch of a business in Canton. The issue to be decided was: Where was the business of the Wah Kee carried on? The plaintiff submitted that the business was carried on in Hongkong and was a Hongkong business, and, if this was so, the plaintiff, as administratrix, was entitled to the account she asked for. Mr. Potter then quoted authorities in support of his contention that they were only concerned, in such cases as that now before them, with the place where the business was actually carried on. If a business was actually carried on in England, it was an English business, if carried on in India, it was an Indian business.

Mr. Potter spent the whole morning discussing the important point that the Wah Kee firm of Hongkong and the Po Cheong firm of Canton were two distinct businesses, and that the Wah Kee firm was not a branch at all.

The hearing will occupy the next ten days or thereabouts, as expert Chinese witnesses are to be heard.

## NEW ITALIAN AIRSHIP.

The Italian airship M1 has been handed over to the Ministry of Transport for commercial purposes. A cabin to hold forty passengers is being fitted. The Benigni Squadron of the Italian Air Service has made an experimental mail-carrying flight with two Farman machines from Bergamo to El Marg, a distance of about 100 kilometers. A regular service is to be instituted in a short time. An under-carriage which it is claimed, enables machines to take off and land with equal facility on either land or water, has been patented by an Italian—Zi Cicco (Rome).

## CORRESPONDENCE.

## GRANTS OF GOVERNMENT LOANS FOR BUILDING.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—It would give me the greatest possible regret if anything which I either said or left unsaid at the recent meeting of the Constitutional Reform Association seemed to deprive the present Colonial Secretary, the Honourable Mr. A. G. M. Fletcher, of even the smallest share of the enormous credit which is due to him for having pressed forward the subject of grants of Government Loans for Building.

Mr. Fletcher has been hard at work on the above subject for some considerable time past and was undoubtedly in the field before the above Association. Yours faithfully,

H. E. POLLOCK.

Hongkong, April 21st.

## EUROPEAN GAOL WARDER FINED.

## ABSENT FROM DUTY.

William Dobbinson, a European Warder of the Victoria Gaol, was charged at the Magistracy, yesterday, with unlawfully absenting himself from duty on April 15th.

Dobbinson was on twelve months' probation having been engaged locally. He pleaded guilty to the charge.

The Hon. Mr. E. D. C. Wolfe, Captain-Superintendent of Police, prosecuted, and said that Dobbinson was engaged locally on February 3rd. He did not wish to press the charge to any extent but merely wished to point out that some penalty should be imposed for the offence. Dobbinson had been absent for five days and the gaol officers and the Police were put to considerable trouble to locate him. As defendant would no doubt be dealt with departmentally he did not press for a heavy penalty.

Mr. Smith (to defendant): Were you in the force before you joined the Prison Department?

Defendant: Yes.

Mr. Smith: You must realise that when you are in Government Service you cannot absent yourself from duty when you like.

Defendant: I am quite aware of it, sir. During the time I was in France I was badly gassed and suffered from shell shock. The result is that if I have a glass or two of whisky it goes to my head and I do not know what I am doing.

Mr. Smith fined defendant \$25, with the alternative of a month's hard labour.

## THE BOWEN ROAD ROBBERY

## MAN COMMITTED FOR TRIAL.

The hearing was concluded at the Magistracy, yesterday, in the case in which a Chinese was charged with committing a highway robbery in Bowen Road.

The facts of the incident were to the effect that two Chinese women, fashionably attired and wearing a large quantity of jewellery, were walking along Bowen Road, when they were set upon by a number of men, who, after terrifying them, stole their jewellery. When the men were leaving the women called out "Save life!" Two temple attendants heard the cries and rushed to the assistance of the victims. They met the robbers on the way and engaged in a struggle, resulting in the robbers being stabbed. There being no proof that defendant had stabbed the men, he was only charged with the robbery.

After hearing the evidence the Magistrate committed defendant to stand his trial at the next Criminal Sessions.

## BURGLAR IMPRISONED.

## TRYING THE LOCKS OF HOUSES.

Early yesterday morning, Sergeant Shaflain of the Wanchai Police was patrolling the district when he surprised a man who was at work operating on the lock of a certain house. He arrested him and found a chisel in his possession. The man was charged at the Magistracy, yesterday, with attempting to commit a felony. He stated that he was a fitter at one of the dockyards and was on his way to work when arrested. This was found to be untrue and he was fined \$50, with the alternative of a month's hard labour.

## SPORT.

## TENNIS.

## HONGKONG O.C. TOURNAMENT.

O. Rumjahn went into the semi-final of the open singles yesterday when he defeated L. Forster, 6-4, 7-5, 4-8, 6-1, after a close game. Rumjahn will now meet Townsend.

To-day M. W. Lo meets J. B. Penman. The winner will go into the semi-final, where he will be opposed to Redmond.

As we predicted, R. Hancock and J. S. Jennings have scratched from the open doubles, giving J. Stalker and E. Abraham a walk-over. The latter paid will now meet Yvanovich and Marques.

## BASKET BALL.

## FINAL WON BY AMERICAN A.C.

The final game of the series of games in the Hongkong Basket Ball League was played last evening by the American A.C. and the University "B," the University's first team, resulting in a win for the former by the score of 85 to 12. At half-time it was only 29 to 12. The Varsity players were evidently exhausted during the last half. Routh, captain of the American team, scored 49 points for his team, and Sling, captain of the University team, scored all the points to the credit of his team. The game was played in the Chinese Y.M.C.A. gymnasium.

The final standing of the teams in the League are as follows:—

|                                       |              |
|---------------------------------------|--------------|
| American A.C. (winners of the Shield) | 18 points.   |
| South China A.C.                      | 14 "         |
| U.S.S. Helena                         | 12 "         |
| University "B"                        | 8 "          |
| Chinese Y.M.C.A.                      | 6 "          |
| Queen's Red                           | 6 "          |
| I.R.C.                                | 5 "          |
| University "A"                        | 2 "          |
| Queen's White                         | (Withdrawn). |

## RETURNED BANISHEE COMMITS BURGLARY.

## IS ARRESTED ON ROOF OF BUILDING.

At the Magistracy, yesterday, two Chinese were charged with attempting to commit a burglary at 235, Queen's Road. One man was also charged with returning from banishment before the expiry of his period.

Defendants admitted being on a roof, but said it was not complainant's.

Complainant stated that early yesterday morning he was in his house when he heard someone trying to remove the sky-light on the roof. He looked up and seeing a figure, immediately went outside and blew his whistle. Two policemen came up and, going on to the roof, arrested the men.

Mr. Smith sentenced one man to six weeks' hard labour and the banishee to twelve months' hard labour.

## DR. BARNARDO'S HOMES.

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|--------------------------------|--------------------|
| Donations already acknowledged | \$39 12.0 \$688.00 |
| Lodged                         | 10.00              |
| Jean and Gray                  | 10.00              |
| Pat and Shield                 | 10.00              |
| Kitty and Bessie Blair         | 5.00               |
| H. F. S.                       | 1.00               |
| A. S. B.                       | 1.00               |
| Anon.                          | 5.00               |
| Anon.                          | 1.00               |
| Anon.                          | 1.00               |
| Miss Innes                     | 10.00              |
| Mrs. Sachse                    | 25.00              |
| Miss Filkins                   | 5.00               |
| Mrs. Sleight                   | 10.00              |
| F. Tobie                       | 5.00               |
| Little Emma                    | 5.00               |
| Mrs. Dowbiggin                 | 40.00              |
| Mrs. Gander                    | 5.00               |
| Mr. Noble                      | 25.00              |
| A. W.                          | 10.00              |

Proceeds of Sale of Work: \$39 12.0 \$688.00  
464.64  
\$1,232.04

A draft and cheques have been sent to Dr. Barnardo's Homes for this amount and also a box of clothing.

## A SCOTTISH GOLFER'S CALAMITY.

Out at a golf club in Winchester County, New York, a group of Scotchmen are wont to foregather and play a foursome every afternoon. A Scotchman incidentally tells his story. One of them, such an inveterate devotee that he had not missed a day in years, suddenly absented himself for ten days. His friends grew apprehensive. Finally one of the four met him on the street downtown.

"Have you been ill, Mac?" he asked.

"The boys are quite worried."

He received a negative headshake for an answer.

"It can't be that you have been offended or lost interest in the game!"

"No," Mac replied with finality, "I've lost me ball!"

## LANE, CRAWFORD &amp; CO.

ESTABLISHED 1850

TELEPHONE 7741

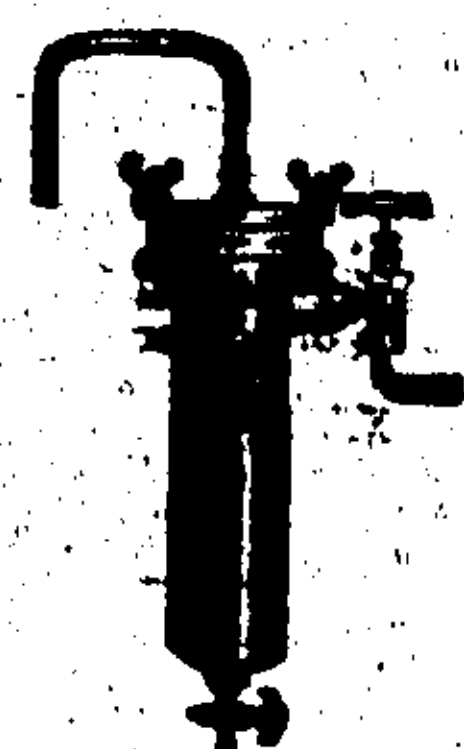
## HARDWARE DEPARTMENT

EVERYTHING FOR THE HOUSE

## CHEAVINS' BRITISH MADE FILTERS

THE MOST SATISFACTORY FILTERS ON THE PASTEUR SYSTEM YET INTRODUCED BEING

## GERM PROOF EASILY CLEANED &amp; STERILISED.



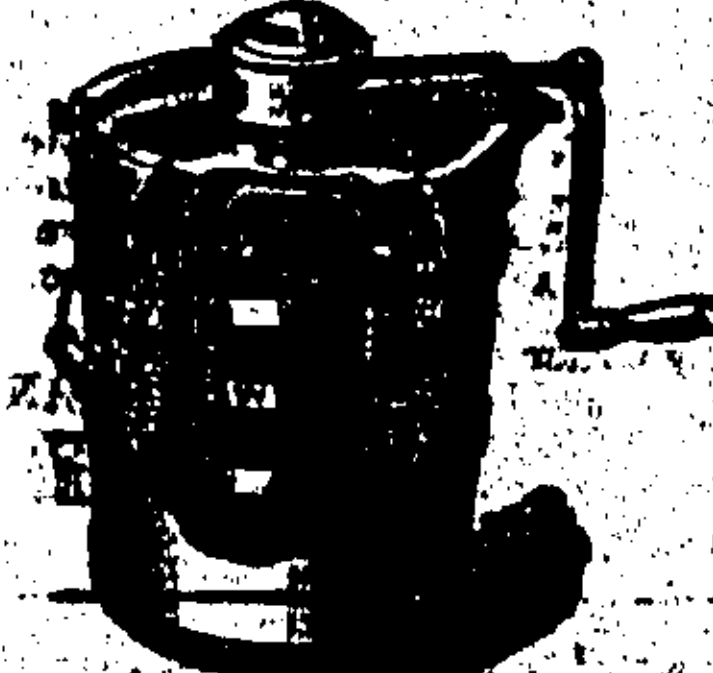
## FILTER CYLINDERS

TO FIT ANY MAKE OF HIGH PRESSURE AND DRIP FILTERS.

## "WHITE MOUNTAIN" ICE CREAM FREEZERS

STOCKED IN 10 SIZES

MAKES DELICIOUS CREAM IN THREE MINUTES



LANE, CRAWFORD & CO.

Just received from U.S.A. a new shipment of Typewriters—different models.

Inspection cordially invited by—

## UNIVERSAL IMPORT &amp; EXPORT CO.

HOTEL MANSIONS, TOP FLOOR, HONGKONG.

## NEW COLUMBIA RECORDS

|       |                      |              |                        |
|-------|----------------------|--------------|------------------------|
| A5667 | IL TROVATORE         | ARVIL CHORUS | COLUMBIA OPERA CHORUS  |
| A5531 | MARITANA             | CHORUS       | "                      |
| A5531 | TUPFCHEN             | ONE STEP     | "                      |
| A5794 | Y COME LA VA         | TANGO        | "                      |
| A5794 | SHORE AT LEI LEI WAI | FOX TROT     | "                      |
| A2585 | LADDER OF ROSES      | ONE STEP     | "                      |
| A2585 | HERE COMES AMERICA   | FOX TROT     | "                      |
| A2585 | MICKY                | FOX TROT     | "                      |
|       |                      |              | EARL FULLERS ORCHESTRA |

The Anderson Music Co., Ltd., 16, Des Voeux Road. Tel. 1322.

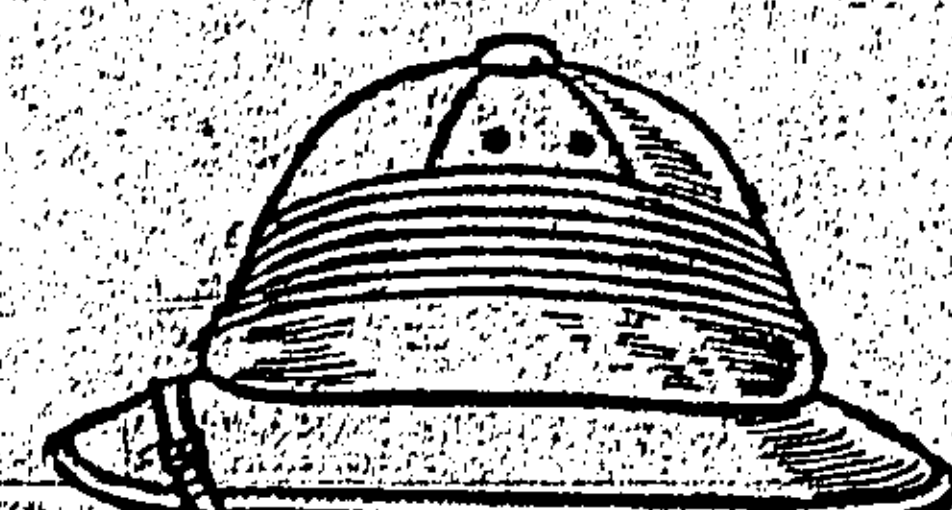
## Powell Ltd.

TELEPHONE 346

SPECIALISTS IN GENTLEMEN'S HIGH-CLASS

## SUN HELMETS.

CORK.



FELT.

SMART AND USEFUL SHAPES, STOCKED ONLY IN SUPERIOR QUALITIES.



## NEW ADVERTISEMENTS

## NOTICE

THE interest and responsibility of Mr. W. G. HUMPHREYS in our Firm CEASED on December 31st, 1919.  
W. G. HUMPHREYS & CO.  
Hongkong, April 21st, 1920. [787]

KOWLOON-CANTON RAILWAY.  
(BARTER SECTION).

THE PUBLIC is notified that the FULL TRAIN SERVICE will be RESUMED on THURSDAY, APRIL 22ND.

By Order,

H. P. WINSLOW,  
Manager. 788

## STENOGRAPHER

STENOGRAPHER Wanted, must be thoroughly trained and efficient. Apply after 5 P.M.  
NORTHWEST TRADING CO., LTD.,  
Hotel Mansions, Present. 789

## WANTED.

A MEDICAL PRACTITIONER offers his services in lieu of passage from Hongkong to any European port.  
Reply to—  
Care of "Daily Press" Office, 790

## HONGKONG STOCK EXCHANGE.

THE Committee have amended the Settlement days as follows for the year 1920—

|               |                 |
|---------------|-----------------|
| THURSDAY, ... | 29th April.     |
| FRIDAY, ...   | 30th May.       |
| FRIDAY, ...   | 31st June.      |
| THURSDAY, ... | 31st July.      |
| MONDAY, ...   | 30th August.    |
| FRIDAY, ...   | 24th September. |
| FRIDAY, ...   | 29th October.   |
| MONDAY, ...   | 29th November.  |
| THURSDAY, ... | 23rd December.  |

By Order of the Committee,  
W. LOGAN,  
Secretary,  
Hongkong Stock Exchange  
Hongkong, April 21st, 1920. [791]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, LEITH &amp; STRAITS.

The Steamship "BENLEUGH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th May, or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co. Agents.  
Hongkong, April 21st, 1920. [792]

## NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

FROM NEW YORK via PANAMA.

CONSIGNEES per Company's Steamer

## "YANGTZE"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown and after April 21st.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godowns, and all goods remaining undelivered after April 21st, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before May 11th, or they will not be recognised. No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, April 21st, 1920. 793

## WANTED.

SHORTHAND-TYPIST, thoroughly competent.

Apply Accountant's Office—

SHEWAN, TOMES &amp; Co. 784

## WANTED.

YOUNG ENGLISHWOMAN, both teaching and secretarial experience, wants position in mountain or seaside resort in China or Japan for the summer.  
Box 778,  
Care of "Daily Press" Office, 779

## WANTED.

FIRST-CLASS European STENO-GRAPHER and TYPIST. Knowledge of languages an advantage. Knowledge of State salary required.  
Apply to—  
Care of "Daily Press" Office, 790

## INTIMATIONS

## NOTICE

ON and after the 22nd day of April, 1920, all receipts for money received on account of the KING EDWARD HOTEL shall bear the impress of the Hotel Chop, which is circular in design bearing the words, KING EDWARD HOTEL, both in English and Chinese. Receipts without this stamp chop, will not be recognised by the Hotel Authorities.

J. WITCHELL,  
Manager.  
Hongkong, April 19th, 1920. 781

## WANTED TO RENT.

SMALL GODOWN on or near Water-front. Immediate possession.  
Apply—  
Care of "Daily Press" Office, 784

## TO LET.

A FURNISHED HOUSE, Six Rooms and Tennis Court, on May Road, for Six months from 1st July.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. [785]

## TO LET

FURNISHED FLAT in Central locality for Summer months or longer.  
Apply to—  
XYZ,  
Care of "Daily Press" Office, 770

## TO LET.

A SHOP in Nathan Road, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.,  
Alexandra Buildings, 99

## STEAM LAUNCH FOR SALE.

## OUTLINE SPECIFICATION.

|                                  |             |
|----------------------------------|-------------|
| Length over all                  | 55 feet     |
| Breadth extreme                  | 11 1/2 inch |
| Depth of Hold                    | 5' 8"       |
| Gross Tonnage                    | 32.01       |
| Net Tonnage                      | 10.47       |
| Cylinders                        | 6" & 13"    |
| Stroke                           | 9"          |
| Boiler of Steel Round Horizontal |             |
| Multi-tubular                    |             |
| Diameter of Boiler               | 4' 8"       |
| Length of Boiler                 | 5' 2"       |
| Working Pressure                 | 120 lbs.    |

For further Particulars,

Apply to—

GORDON &amp; COY.,

St. Georges Buildings, 750

## REPULSE BAY HOTEL.

## SPECIAL ATTRACTION.

## AMERICAN CABARET

## DANCERS

## WILL APPEAR

## ON

SATURDAY, APRIL 24TH, 1920,

## DUTING

## TEA, DANCING AND DINNER DANCE.

The following Dances will be presented:

1. "A. PRETTY GIRL IS LIKE A MELODY"
2. "COCAINE" TO A "ROSE ROOM"
3. "BALL ROOM FOX TROT"
4. "TAXI" WILL BE PLAYED BY A JAZZ "TRAP DRUMMER"

NOTE.—Owing to limited accommodation, table bookings should be made early either at the HONGKONG HOTEL, OFFICE (Telephone No. 42) or direct at REPULSE BAY HOTEL (Telephone No. 841).

## A. G. DA ROCHA.

## \* IS THE AUCTIONEER

## A. G. DA ROCHA,

## AUCTIONEER, SURVEYOR AND

## GENERAL BROKER.

Queen's Road Central, Telephone No. 1923.

HAVING been Favoured with instructions from The Concerned, will sell by Public Auction on WEDNESDAY, April 28th, 1920, at 11 A.M. at his Sales Room.

1,500 CASES PEANUT OIL, in good condition, each case containing 2 tins of 27 lbs. oil each net.

The above Oil is stored in the Godowns of THE NAM CHAU ON FACTORY, Nos. 55, 57, 59, Kwelin Street, Sham Shui Po.

This Oil has been examined and passed by The Government Analyst.

Notice of Export Merchants is called to this sale, as the Goods are all packed and ready for Shipment.

The Goods can be inspected at the above Factory. Terms: 20 per cent. Deposit to be paid immediately on the fall of the hammer.

## INTIMATIONS

## LOST.

LOST, stolen or gone astray in Kowloon one BULL BITCH, lemon and white. Answers to the name of Beauty. Finder please return to—  
J. M. A. REMEDIOS,  
Old Supreme Court Building,  
or No. 3, Ormsby Villas, Kowloon. 744

## HONGKONG DOG AND POULTRY SHOW.

1920.

THE FIFTH SHOW will be held (by kind permission of the Stewards of the Hongkong Jockey Club) within the enclosure at the Happy Valley on SATURDAY, MAY 1ST, 1920.  
Judging commences at 3 P.M.  
Lady Stewards has kindly consented to distribute the prizes at 4.30 P.M.  
Entries close 24th April, at 7 P.M.  
Entry forms for Dogs, Cats, Poultry and Figeons may be had from the undersigned.  
Entrance fee for Dogs \$2.00; Cats \$1.00; Poultry, 30 cents each bird; Pigeons 30 cents per pen.  
Entrance fee should accompany form when sent in.

First and second prizes will be given in all classes, and third prizes where there are sufficient entries, in place of certificates as in former years.

B. L. FROST,

Hon. Secretary,

c/o E. R. THOMPSON &amp; Co.,

Connaught Road Central, 778

## PALACE HOTEL, KOWLOON.

Corner of Haiphong &amp; Hankow Road

Tel. K. 2.

Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished and now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS, TERMS MODERATE.  
Special Arrangement for Families on Application to—  
J. H. OXBERRY,  
Proprietor. 77

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA AND SINGAPORE.

## THE Steamship

## "YATSHINO"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by April 22nd, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, April 19th, 1920. [798]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM KOBE.

## THE Steamship

## "FOOKSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by Apr. 23rd, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, April 17th, 1920. [771]

## GLEN LINE OF STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

## THE Motorvessel.

## "GLENLUCE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by Apr. 25th, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Apr. 26th, 1920, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, April 19th, 1920. [762]

## WATSON'S

effervescing

## LIVER SALTS

taken in the morning will

quickly relieve that slight

derangement and impart a

feeling of health, vigour and

exhilaration.

## SOLE AGENTS:

## A. S. WATSON &amp; CO., LIMITED.

## THE HONGKONG DISPENSARY.

HONGKONG OFFICE: 10A, DES VOUX ROAD, C.  
LONDON OFFICE: 211, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, APRIL 22ND, 1920.

## THE BRITISH BUDGET.

BRITISH Budgets in these days deal with figures of a magnitude which make pre-war Budgets by comparison very puny affairs, and yet the post-war Budgets are approved and accepted without a quarter of the protest and criticism to which the Budgets of pre-war days were subjected whenever any increase in taxation was proposed. Great Britain at the date of last year's Budget had a national debt of \$7,880,000,000 as compared with but \$245,000,000 in August 1914; the estimated expenditure is given for this year as \$1,177,500,000 which compares with \$196,640,000 in 1914. It will thus be seen that five years of war have piled up Great Britain in expenditures of appalling magnitude. The public recognises that these obligations have to be met, and so long as satisfactory evidence is forthcoming that the Government is doing its utmost to enforce economy, wherever possible, the nation reconciles itself with the best grace possible to the measures which are deemed imperatively necessary to effect, as rapidly as circumstances permit, a reduction of the great legacy of debt and current expenses which the Great War has left to the country. The Excess Profits Tax, which Mr. CHAMBERLAIN said last year, when it was reduced from 80 to 40 per cent., was to be continued as "a temporary measure" figures again as one of the main features of the Budget, and the CHANCELLOR has considered it necessary to raise the duty from forty to sixty per cent.; while the liquor duties, which used to be regarded, like Hongkong's opium, as a steadily decaying pillar of the financial fabric, are made to bear an extra \$60,000,000 of taxation. If we read the cable aught, we derive from it the information that whereas in the year before the war the excise duties on liquors brought to the Treasury a revenue of £22,000,000 a year, they are reckoned to yield in the coming year something like \$160,000,000. It is not quite clear what is meant by the statement that spirits have been raised to 13/6 per bottle retail, and it has been suggested to us that what is conceivably meant is that the controlled retail price of whisky has been raised to 13/6, from last year's figure of 10/6. Ten years ago when Mr. LLOYD GEORGE proposed a complete rearrangement of the liquor licences with new and much higher scales of duties, he was warned that a steady decline in the consumption of alcohol had already at that time marked a change in the habits of the people which must have an enormous effect on the national revenue. The present LORD CHANCELLOR wrote of those proposals: "The discussion on this portion of the Finance Bill is of interest to students of political deals, and to investigators of the 'boggles' of debate; but the nasty atmosphere of vindictiveness and corruption which surrounds the Government's licensing proposals is so repellent that no excuse is needed for refusing to dwell upon them." Eleven years have passed since then, and the annual budgets have falsified all the predictions that were made of the bankruptcy of the liquor trade. The explanation is to be found, of course, in the fact that people in the mass nowadays have more money to spend than they ever had before. There is one other feature of the present Budget which recalls Mr. LLOYD GEORGE's first Budget as Chancellor of the Exchequer. He was regarded as the first Socialist Chancellor, and his taxation proposals as being aimed principally at the brewer and the landlord. His accession to the Chancellorship marked the collapse of a magnificent financial tradition. Of all the States of Europe, Great Britain only could boast of a really satisfactory record of public finances, a record which began in the Forties and continued until 1909-10 when Mr. LLOYD GEORGE failed to get his balance between revenue and expenditure. The grant of Old Age Pensions and the growth of the Navy Estimates represented a permanent inflation of national expenditure. Mr. LLOYD GEORGE's plans for meeting it were to impose new or increased taxation on Land Values, Liquor Licences, Death Duties, Income Tax, Stamp Duties, and Customs and Excise. A vast amount of interest centered in the proposals for the taxation of land values. Among the "Have nots," who are, of course, in an overwhelming majority, the popularity of the idea of land taxation was undoubted. The new taxes on land included a duty on increment value, reversion duty, on undeveloped land, and a duty on minerals. It was prophesied by the Opposition in the House of Commons that these taxes, which appear so simple and clear in their main idea, would prove in practice complicated and unworkable, and that the general effect of all-round taxation of this kind must inevitably be to raise rents, thus making tenants pay the price of what was regarded as partly revenge on landlords. How far this taxation has contributed to the raising of rents we are not in a position to say, but Mr. CHAMBERLAIN, in now announcing that the land value duties are to be repealed as being "unworkable, and practically revenue-less" confesses the accuracy of the forecast made by the Opposition, and it is interesting to learn that Mr. LLOYD GEORGE himself joins in this confession. Of that elaborate scheme for the taxation of land values there now remains only the duty on minerals—and the new "Doomsday Book." In order to assess the land values, it devolved upon the Commissioners of Inland Revenue to make a valuation of all the land in the United Kingdom, and from Mr. CHAMBERLAIN's remark that the Government attaches great importance to the State valuation of all land and buildings, we conclude that the new "Doomsday Book" will be preserved and kept up to date. Mr. LLOYD GEORGE will doubtless be severely criticised by his former Socialist friends for this abandonment of a scheme of taxation which had long formed an important plank in the Socialist platform; but if ten years' experience has proved it to be "unworkable and practically revenue-less" the abandonment of this taxation would seem sufficiently justified. If as a source of revenue it was worth preserving we may be quite sure that neither Mr. CHAMBERLAIN nor any Chancellor of the Exchequer would in these times, be prepared to sacrifice it.

The full services on the Peak Tramway and the lower level tramway were resumed yesterday.

The full train service on the British section of the Kowloon-Canton Railway is to be resumed to-day.

Mr. George E. Anderson, Consul General for the U.S.A., left the Colony yesterday on the Colombia on leave.

A clerk in the employ of Mr. G. R. Haywood, solicitor, has been arrested by the Police on a charge of embezzling \$140, belonging to a client.

Lieut. General Chao Yueh Shiu, Commissioner of the Salt Preventive Administration, Kwantung, left Hongkong yesterday on the s.s. Colombia.

A number of Chinese have been arrested by the Police in connection with the armed robbery and murder at West Point and investigations are now proceeding.

One case (one death), of cerebro-spinal fever, one case (one death) of diphtheria and one case (one death) of small-pox were reported in the Colony on Tuesday.

The engagement is announced of Dr. Arthur W. Woo (M.B., B.S., London), and Miss May D. Choy, daughter of Mr. Choy Hing, manager of the Wing On Insurance Co.

Mr. J. W. Sanger, Trade Commissioner of the U.S. Government Department of Commerce, who has spent the last few months studying Eastern markets on behalf of his Government, left Hongkong yesterday on his return to the U.S.A.

The Hon. Sir Paul Chater and Lady Chater are leaving the Colony on May 6th, on the Empress of Russia, for a six months' holiday at home. Mr. and Mrs. G. O. Moxon, Mr. S. B. C. Ross, and Mr. H. J. Gedga are amongst others who are leaving on the same vessel.

At an extraordinary general meeting of the Oriental Cotton Spinning & Weaving Co. held last week at the offices of the General Managers, Messrs. Arnold Brothers & Co., Shanghai, a resolution was passed to increase the capital of the company to Tls. 2,000,000 by the creation of 1,000 new preference shares of Tls. 100 each and 30,000 new ordinary shares at Tls. 30 each.

For several years an increasing amount of Chinese literature has been issued, much of it by non-Christians, concerning Christianity. Some of this has been very favourable, some of it quite the opposite. Much of it, of course, is by men educated in the West, but some by men who know very little about Christianity. It all indicates an increasing enquiry by the thinking people of China into the merits of Christianity from the Chinese point of view. Rev. H. K. Wright, of the Christian Literature Society, who has been following the matter carefully, lead the missionaries at the regular weekly prayer meeting at Shanghai on the 12th inst. calling them to prayer in connection with this vital matter.

A very imposing High Mass was sung in the Catholic Cathedral yesterday morning by the Rev. Father Zamponi in celebration of his sacerdotal silver Jubilee. Besides those announced on Tuesday as officiating during the Mass there were in the sanctuary a large number of Italian and Chinese Missionaries and Seminarians representing the different parishes of the Colony and the numerous districts in the interior of Bishop Pozzoni's Vicariate. A large number of Father Zamponi's friends were also present as well as a large congregation of teachers and pupils of St. Joseph's College, St. Lewis' Industrial School, the Italian Convent (Hongkong, Kowloon, Wanchai and West Point branches), and the French Convent. The following music was sung by the Rev. Fathers Grampa and Banchio accompanied by the Rev. Father Bigenti:—  
Ingressus "Tu es Sacerdos" Coronaria.  
Introitus "Kyrie, Gloria, Credo, Sanctus, and Agnus Dei" Coronaria.  
Alleluia "Ego sum" Coronaria.  
Offertory "Venite" Borzaso.  
Communion "Venite" Pozzoli.  
Benediction "Anima Christi" Tiel.  
"Tantum ergo" Domini.  
"Lauda Sion" F. Chiesa.

COMMERCIAL TRAVELLERS BY AIR.

The present trade boom is reflected in the activities of the Handley Page company of aeroplanes. An increasing number of commercial travellers, representing London, from all parts of the world, are being carried to the Continent by air in order to be amongst the first to secure consignments of the latest productions of the foreign markets.



## CABLES.

## LATEST CABLES.

[THROUGH ROUTE'S AGENCY.]

## BRITISH BUDGET.

## INCREASED YIELD IN SPIRITS, BEER, TOBACCO AND TEA.

LONDON, April 19th.

In the course of his Budget speech, in the House of Commons, Mr. Chamberlain said this Budget was critical because the time had come to lay the deep foundations of future prosperity. The expenditure for 1920 was, approximately, £144,000,000 in excess of last year's estimate, but £243,000,000 below the Revised Estimates of October 1919.

As regards revenue the result was not merely more favourable than anticipated, but it greatly exceeded the original Budget estimate by £1,201,000,000. The actual Exchequer receipts were nearly £138,500,000.

The Customs and Excise revenue exceeded the estimate by £45,000,000, mainly due to the increased yield in spirits, beer, tobacco and tea. The increase in the consumption of tobacco was unprecedented, due, *inter alia*, to greater smoking among women. Tea showed a surplus of £5,000,000, the increase in consumption being unique. The Entertainments Duty yielded £10,500,000, or £3,500,000 more than anticipated.

The income-tax and super-tax had produced £5,000,000, and the Death Duties £7,500,000 above the estimate. The Excess Profits surplus was £10,000,000 over the reduced estimate of October 1919, but there was a deficiency as compared with the Budget estimate. This, however, was only a question of delayed payment. The Stamp Duties were again a record, yielding £19,500,000 over the estimate.

Miscellaneous revenue exceeded the original estimate by £71,000,000, and the October estimate by £130,000,000. Ordinary Miscellaneous Revenue was £9,600,000 over the estimate. Under the Special Miscellaneous Revenue, war contributions from India and the Colonies were increased by £10,000,000, due to a further payment of £2,000,000 by India on account of her voluntary liability for £100,000,000 of the 5 per cent. War Loan and the war contribution from the Straits Settlements, Hongkong and Guernsey.

As regards the income-tax if the proposals of the Royal Commission, subject to the Super-tax be adopted, as well as those as regards the special allowances to soldiers, the net cost of the changes in the present year will be £2,700,000 and £18,500,000 in the full year. It would be impossible to sanction this loss if he were not assured that they were making it up by adopting the other recommendations of the Commission.

He proposed that the increase in the Excess Profits Tax operate from January 1st, but in the event of Parliament adopting the War Wealth Levy, which the Committee of Enquiry was investigating, he would be able to reverse the decision as regards the increase.

Assuming the latter to be 60 per cent. it was estimated that the revenue from it would be £220,000,000. Although this tax was a temporary one, a permanent tax was necessary. The Government had sent a Mission to Canada and the United States to investigate about the possibility of a permanent tax, on the lines of the levy in those countries, but the methods there were found to be unsuitable to Great Britain.

In a view to preventing the Corporation Tax mentioned earlier, being too severe a burden on the Ordinary shareholder, Mr. Chamberlain proposed that the duty should not exceed 2s. in £1 on the profits remaining after the payment of interest and dividends on Debentures and Preference shares.

The yield from the new tax was estimated to be £50,000,000 for the full year, in addition to the Excess Profits Duty, and £30,000,000 in the current year. The changes mentioned would produce a yield in the full year of £198,000,000, while in the current year they would give a net additional revenue of £78,000,000, and a total revenue of £1,418,000,000.

In the current year Mr. Chamberlain estimated to have £234,000,000 for the redemption of debt, of which £30,000,000 will be available for the reduction of the Floating Debt. Moreover, as a result of the changes, it was anticipated that £300,000,000 would be available next year for the reduction of the debt, half of which would be available to reduce the Floating Debt. They were told, Mr. Chamberlain said, that two such Budgets might destroy the Empire. He retorted that twenty such would redeem the whole Empire's debt.

Mr. Chamberlain estimated that the Revenue next year on the present basis of taxation would be £1,341,650,000; the Expenditure, £1,177,450,000, leaving £164,000,000 for the reduction of the debt. This was insufficient, and he was going to appeal to the country to make generous efforts to improve British credit and lighten the future burden.

In conclusion, Mr. Chamberlain said he was content to see, after such a war, that this was our position—of unexampled and unequalled strength. It was true that it involved further taxes and sacrifices which would not bring popularity to the Cabinet. He was proud to say that they had not sought popularity. Their object had been to rise to the level of their great responsibilities, so that when they went on to office they would leave their successors ample revenue, with the country's credit second to none—(loud and continued applause.)

## NOT TWENTY SUCH BUDGETS.

Replying to Sir Samuel Roberts, Mr. Chamberlain explained that, although twenty contributions as at present proposed would wipe out the debt, he did not contemplate, after the first great reduction of the debt, that they should continue to pay off at that rate, meaning the extinction of the debt in twenty years. When the first great reduction had taken place, it would be for the country to consider how far it might relax its efforts.

## THE SITUATION IN GERMANY.

## END OF COMMUNIST OUTLAW.

BERLIN, April 19th.

Hoelz, the Communist, who had been terrorising Saxony for weeks past at the head of a band of brigands in motor-cars was gradually pinned in on the Czech-Slovak frontier, and fled disguised as a woman to Bohemia, where he is reported to have been arrested. A hundred of his Red Guards have been captured by Bavarian troops.

Hoelz was arrested at Marienbad and is being taken to Berlin.

## GENERAL STRIKE THREAT IN SILESIA.

BRZESLAU, April 19th.

The miners and iron and steel-workers are joining the general strike in Silesia, owing to the action of the French authorities, who threaten that if the strike is effective they will permit Polish troops to cross the frontier.

## FRENCH WITHDRAWING FROM MAIN.

BERLIN, April 19th.

The *Vossische Zeitung* says there are increasing signs that the French are gradually evacuating the new bridgehead of the Main, owing to the removal of the unarmoured Reichswehr from the Ruhr area. The French have already left the occupation zone east of Frankfurt. There are no foreign troops in Offenbach and Mulheim.

## SAN REMO CONFERENCE.

## TO BE OVER IN A WEEK.

PARIS, April 19th.

A Havas message says that the San Remo conference at 4.45 p.m. and were welcomed by Signor Nitti and the Italian authorities. The American Ambassador at Rome arrived in the evening. He says that he is merely passing through and will proceed to Rome, after a visit of courtesy to Signor Nitti.

It is feared that nothing has been definitely fixed as regards the agenda or the duration of the conference, but it is hoped that the members will be able to leave Italy within a week.

## TAX ON UNMARRIED MEN.

## FRANCE ADOPTS NEW MEASURE.

PARIS, April 19th.

A Havas message says:—The French Chamber voted yesterday 25 per cent. supplementary income tax on unmarried men.

## THE KING OF SWEDEN.

## ARRIVAL IN PARIS.

PARIS, April 19th.

A Havas message says:—The King of Sweden arrived in Paris on the way to the Riviera and lunched at the Elysee. His Majesty handed President Deschanel the Swedish Order of the Seraphim.

## BOLSHEVIKS ALARMED.

## EFFECT OF POLISH SUCCESSES.

LONDON, April 19th.

Viennese newspapers report from Moscow that great consternation prevails in Bolshevik political circles over the failure of the great offensive against Poland. The Press demands the court-martialing of the military leaders.

## RAILWAY STRIKE IN AMERICA.

## END IN SIGHT.

NEW YORK, April 19th.

A speedy collapse of the railway strike is forecasted. Large numbers of railwaymen are resuming work.

## BRITISH BORNEO PETROLEUM.

## CAUSE OF DROP IN SHARE PRICE.

LONDON, April 19th.

The *Times* states that the drop in the price of 10s. shares of the British Borneo Petroleum Syndicate is attributed to the report that the Anglo-Persian interests intended that they did not intend to proceed with experimental development work on the syndicate's land. It is unofficially stated that, while the tests revealed the presence of a certain amount of oil, indications were not sufficiently promising to induce the development company to continue.

## SURGEON SHOT DEAD.

## IN CHURCH WHILE TAKING COLLECTION.

NEW YORK, April 19th.

The well-known surgeon, Dr. James Markos was shot dead while taking a collection at St. George's Episcopal Church by an escaped lunatic.

## WORLD'S SHIPPING.

## INCREASE IN BRITISH TONNAGE.

LONDON, April 19th.

Lloyds' returns show 3,294,000 tons of shipping building in the United Kingdom at the end of March, representing 400,000 tons increase as compared with the pre-war tonnage. The world's figures show nearly 8,000,000 tons building.

## AMERICAN FINANCIAL MISSION.

## ARRIVES AT PRAGUE.

PRAGUE, April 19th.

The American Financial Commission has arrived.

## LONDONDERRY RIOTS.

## WHOLE NIGHT DISTURBANCES.

LONDON, April 19th.

In the rioting at Londonderry, till 1 o'clock in the morning the crowd attacked the soldiers with sticks and crowbars, and there were fifteen police baton charges. Subsequently, there was fighting between Unionists and Sinn Feiners.

## MUSTAFA KEMAL.

## DEFYING THE SULTAN.

CONSTANTINOPLE, April 19th.

The Nationalists have attacked Ortakou in Anatolia and are attempting to overwhelm the Greek population in severe but decisive fighting. Mustafa Kemal has decided to defy the Sultan and declare war against Constitutionalists. The position in Southern Anatolia is also unsatisfactory.

## MONSTER DEMONSTRATION.

## EX-SERVICE MEN'S PROTEST.

LONDON, April 19th.

A most imposing demonstration was held on Sunday by 50,000 ex-soldiers and sailors who marched in procession from the Embankment to Hyde Park with the object of protesting against the Premier's attitude towards the discharged soldiers and sailors' deputation.

The meeting passed a resolution calling on the Government to deal with those unemployed and cease discharging ex-servicemen from the Government factories and dockyards and demanding increased pensions.

## MEXICO.

## NEW REVOLUTIONARY RECRUIT.

MEXICO CITY, April 19th.

Rubie, the Governor of Michoacan, has revolted in sympathy with the revolutionist, Obregon.

## EARLIER CABLES.

## THE SONORA REVOLUTION.

NEW YORK, April 18th.

A message from Aguaprieta says Sonora Elias, leader of the revolutionaries in Sonora, declares that when the Carranza dictatorship is ended and the State of Sonora is assured her constitutional rights, she will return to the Mexican Republic.

A message from Aguaprieta says the Sonora revolutionary forces under General Flores have entered Culiacan.

## GUATEMALA.

## GENERAL HERRERA HEADS THE NEW GOVERNMENT.

NEW YORK, April 19th.

A message from Guatemala City says General Herrera, leader of the revolutionists, heads the new Government.

## DE VALERA HONOURED.

## DESPITE PROTEST OF BRITISH CONSUL.

NEW ORLEANS, April 18th.

Despite a protest by the British Consul General, Mr. Wallis, De Valera has received the Freedom of the City and Doctorship of Laws at the Loyola University.

## BRITISH STEAMER DISASTER.

## THE "SPEEDONIA" DESTROYED.

LOUENCO MARQUES, April 18th.

The *Speedonia*, mentioned on the 18th inst., which was petrol laden, caught fire and was practically burned out. Most of the crew took to the boats. The remainder extinguished the flames. The vessel drifted northwards, was eventually sighted off Mozambique, and was towed to the mouth of the Limpopo when the cable broke.

## MARY PICKFORD'S DIVORCE.

## AN ALLEGATION OF COLLUSION.

LONDON, April 19th.

A suit has been filed asking the Mary Pickford divorce to be set aside on the ground of collusion between her former husband, Moore, Mary Pickford and Douglas Fairbanks.

## FAR EASTERN CABLE NEWS.

## PRESIDENTIAL MANDATE ABOUT GERMANS IN CHINA.

PEKING, April 21st.

A Presidential Mandate is being published promulgating the regulations governing the entry of Germans into China.

These provide that passports should be issued by Chinese diplomats and Consular agents abroad.

Germans repatriated from China and other doubtful cases are to be submitted to the Chinese Foreign Office and the Ministry of the Interior.

## AFGHANS SEEK TREATY RELATIONS.

PEKING, April 21st.

Afghanistan is seeking to enter into treaty relations with China.

## JAPANESE ACTION REGARDING CHINESE EASTERN RAILWAY.

PEKING, April 21st.

The Chinese are indignant over the Japanese interfering with the control of the Chinese Eastern Railway, the protection of which is assigned to China by the Inter-Allied Board. A protest to Japan is being prepared against Japanese intervention at Harbin and other places.

The Chinese residents in Vladivostok are appealing to Peking to send troops for their protection.

## BRITISH MINISTER PRESENTS CREDENTIALS.

PEKING, April 21st.

Mr. Bellamy Alston presented his credentials as British Minister this morning to President Hsu Shih-chang and was accompanied by the Legation staff. There was a brilliant ceremonial.

Mr. Alston made a speech, and the President replied, dwelling on the intimate relations of the two countries for three generations. The President said the fact that not only our frontiers touch, but an untold number of men of the Chinese race are citizens of the British Empire in the great Colonies of the South gives our two countries a special and unique interest in the consolidation and maintenance of general peace and harmony in the region of Eastern Asia.

May the bonds of friendship which unite the British Empire and China be made imperishable, and thus serve the general interest of mankind.

## RUMANIAN PRINCE'S EASTERN TOUR.

BOMBAY, April 18th.

The Crown Prince of Rumania is expected on the 20th inst. He will visit Agra, Delhi, Patiala, Simla and Calcutta, and will leave for the Far East about May 7th.

## THE SHANGHAI BRITONS AND TIENTSINGTAO.

## A JAPANESE COMMENT.

The Tokyo *Asahi* says:—

The plan for disposing of the Tientsingtao question adopted at the annual meeting of the British Chamber of Commerce in Shanghai on March 29th is merely that of some irresponsible British merchants, and the plan is characterized by unsound selfishness and ignores the history of Tientsingtao and international faith, we are not disposed to discuss it in detail, but it at least points to the intentions and wishes of Britons in China. The plan resolves itself into: (1) Establishment of an international settlement; (2) placing China under obligations to Great Britain and assumption of actual authority by Britons; and (3) a hint at unification of China's railways. The question of an international settlement at Tientsingtao is no new thing, but we cannot but be struck by the presumptuousness of Britons in proposing municipal administration on the basis of equality of all peoples, ignoring the fact that Japan has made immense sacrifices for the sake of Tientsingtao while Great Britain only nominally took part in the operation with merely 1,000 men. The customs proposal must greatly appeal to Chinese, and indeed, the plan appears to be designed to restore Chinese sovereignty, but it should be remembered that the Chinese Government has only nominal authority over the customs, the actual control of all customs affairs being assumed by Britons. To place all important affairs of Tientsingtao under the control of the customs means the placing of the whole of the port under the control of the Britons. Such proposals, however, are only a private plan of some British merchants in China. A vastly different opinion is entertained in England. As a matter of fact, the London *Times* recently expressed the settlement of the Tientsingtao question as between Japan and China. We cannot but be surprised at the great difference between the opinions of British merchants in China and those of observers in England. In spite of the fact that the British Government is wont to respect the opinions of Britons abroad, we are convinced that it will not commit itself to such a foolish policy as is suggested by the Britons in Shanghai.

## SCOTTISH SPORT.

## RUGBY TRIUMPH OVER IRELAND.

## G. B. CROLY'S BRILLIANCE.

[FROM OUR OWN CORRESPONDENT.]

March 3rd.

The Scottish International Rugby fifteen defeated Ireland at Inverleith, Edinburgh, and up to date they are the only unbeaten international side. The game, however, was rather disappointing; it had its good points, but the play seldom rose to a high class. The scoring of the tries and the kicking of the penalty were brilliant efforts; but the game lacked the tense struggle for supremacy which the Welsh match produced, and the issue was decided so long before the finish that the play became humdrum. The Scots were always winners.

The Scottish forwards were not called on for the same strenuous work as in the earlier game, and there was a suspicion that they were not giving so good an account of themselves. The bustling rather than the clever work of the opposing pack upset them. There was a lack of fire, too, in their rushes; they did not sweep along as we expect a Scottish pack to do. In the first half, when the game played was to hold and heel, they got a fairly share of the ball, and put it out smartly enough; but there was a long spell later when they were badly beaten for possession.

If the forwards in a sense disappointed, the backs developed an unexpected genius. France was beaten by the powerful rushes of the Scottish forwards; Wales by the dogged defence of the whole fifteen and Finlay Kennedy's kicking; Ireland by G. B. Croly's punt ahead and follow-up—what red is in pickle for England remains to be seen.

His legs were grand, showing a quick perception of the possibilities, and an instant power to turn them to account—ready kicking under pressure, a sure pair of hands, and a fine turn of speed. Above all, as has been said, he was a surprise; but that it was no fluke was apparent when he repeated it later on. If Croly rounded off the work, however, it was J. A. R. Selby and E. O. Fahmy who initiated it. For the most part Selby was quick and accurate in locating his stand-off, though there were times when he hung on the ball. The changing of E. O. Fahmy from centre three-quarter to his real position as stand-off worked all for good. His handling was accurate; he drew the defence, and in the closing stages, he gave the "dummy" and made a clean breach in the Irish defensive line. Fahmy came next in order of merit to Croly.

The Scottish centres, without being brilliant, never let the side down. A. T. Sloan did not have the opportunity of repeating the great run he made against Wales, and was not very prominent at any time. A. W. Angus was superb in defence, whether in holding the Irishmen inside their own 22, or in smothering their aggressive movements down the centre. A. Brownie, the new comer to the side, was a success.

G. L. Patullo married an otherwise good performance by poor kicking in the closing stages of the game. Earlier in the game he was safe with his hands, and kicked a long ball, but his touch finding was uncertain.

The Irish side was frankly disappointing, and left one wondering how it established a strong lead against England. The forwards were a go-ahead lot in the open, but not very clever, and while getting a lot of the ball, were often in two minds whether to heel or hold. Behind the scrum the ability of the men ran to individual effort rather than team play. W. E. Crawford was quite a sound back, despite the score against him. The punt ahead or the kick across were the only things that beat him. B. A. T. MacFarland was an individualist without the touch of genius which justifies it; P. Roddy was a fine spoiler; and T. Wallace and C. H. Bryant made good attempts to develop an attack, though Brownie and Angus were too much for them. The Irish halves came through the game with credit, and J. B. O'Neill, chiefly with work on his own account, was as much in the picture as any of the Irish backs. The forwards were the best division of the Irish side.

## SCOTTISH TEAM AGAINST ENGLAND.

The following team has been selected to represent Scotland against England at Twickenham.

Full back—G. L. Patullo (Panmure). Three-quarters—A. T. Sloan (Edinburgh Academicals), A. W. Angus (Watsonians), J. B. Bruce-Lockhart (London Scottish), and G. B. Croly (Oxford University).

Half-backs—Dr. E. O. Fahmy (Aberlilly and Edinburgh University) and J. A. R. Selby (Watsonians). Forwards—C. M. Usher (London Scottish), D. D. Duncan (Oxford University), G. Thom (Kirkcaldy), F. Kennedy (Stewart College), R. A. Gallie (Glasgow Academicals), N. MacPherson (Newport, Mon.), G. E. H. P. Maxwell (Royal Air Force), and A. Wemyss (Edinburgh Wanderers).

The side differs in three instances from that which defeated Ireland. A. Brownie (Glasgow High School, F.P.), W. A. Murray (Kelvinside Academicals), and London Scottish), and A. D. Laing (Royal High School, F.P.) have been dropped. The vacancies have been filled by J. H. Bruce-Lockhart, G. E. H. P. Maxwell, and A. Wemyss. Though Brownie has been dropped there is little doubt that he will get his chance again. A. T. Sloan is transferred to the vacant wing place in the three-quarter line, where he operated against France on New Year's Day. Sloan is succeeded at centre by J. H. Bruce-Lockhart, who played against Wales in 1913 and took part in the Scottish trials this season. G. E. H. P. Maxwell, who was badly injured against Ireland, (Continued at foot of next column.)

## WORLD BETTER FOR THE WAR.

## CARDINAL BOURNE'S LENTEN PASTORAL.

Cardinal Bourne's Lenten Pastoral

which was ordered to be read in all the Roman Catholic Churches of the Diocese of Westminster recently opens with the statement that for the first time for five years it is possible to return to the normal observances of Lent in the matter of fasting and abstinence.

Putting the question, "Is the world better than it was before the war?" Cardinal Bourne says: "There are many who answer in the negative. They dwell with great show of reason upon the prodigious expenditure, the unrestrained luxury, the defiance of traditional modesty, the political insincerity, the outrages, legal and illegal, committed against the moral law, of all which there are unfortunately so many proofs presented to the minds of those who reflect. They remind us that, though technically the world is now ruled by treaties of peace, many countries are still in the throes of civil or foreign wars." Admitting all this, the letter says that these evils are on the surface, the outcrop of the unreasoning restlessness which has followed the terrible upheaval. "But deeper down there are, far more important indications of the Divinely guided leaven which is at work beneath the surface. Never, we are persuaded, has there been a more universal or more genuine desire in all classes to see true justice done to those who in the past have been by their condition, exposed to poverty in spite of their own hard toil; to pauperism when, still willing to work, no employment was found for their hands; and to a desolate old age, even though they had laboured all the days of their active strength."

But there is something similar, continues Cardinal Bourne, in the wider field of international politics. Few, perhaps, can bring themselves to believe that all wars are for ever ended. Yet there is a hope, and a very strong desire, that conflicts may be made less imminent by wise deliberation and deliberate postponement. This hope and this strong desire find their embodiment in the League of Nations, which, before the world's aim and purpose, often commended by the Apostolic See, and encouraged in a very special way, both in word and act, by the present Sovereign Pontiff.

Lastly, and most important of all, "there has, in every nation, been a turning to God, a recognition of the supernatural, an acceptance of Divine providence, a realisation of principles transcending this world, a consciousness of a power that eternally guides the destinies of men, which were not discoverable in the war. It is only too true that these manifestations have been often lamentably incomplete, and many a time at variance with the real teachings of Christianity. But millions of hearts have been stirred, and they have been moved to a remembrance of the Supreme Ruler, whom they had so long forgotten."

As to the task and responsibility of Catholics, Cardinal Bourne says that "in every project for just social reform, in every league for the uniting of nations, in every recognition of the sovereignty of God, Catholics must lead and guide."

bad his place assured, and one of the pack had to go. W. A. K. Murray must be considered unlucky. He was quite as prominent as any other of the Scottish forwards in the Irish match. The sudden dropping of A. D. Laing, who has taken part in the last six Scottish International matches, comes as a surprise. But A. Wemyss richly deserves his further recognition.

Scotland, three goals (one a penalty) and two tries, 19 points; Ireland, 0. Blackheath, 13; London Scottish, 0. Watsonians, 33; North of Ireland, 4. Queen's University, Belfast, 13; Edinburgh University, 8; Glasgow Univ., 2.

Horiat, 7; H.S.S., 6. Watson's, 38; Allan Glen's, 3.

ASSOCIATION—SCOTLAND DRAWS WITH WALES. The Association International at Cardiff was a disappointing game, and never reached a high standard. It was inspired, and for this the Scottish eleven were principally responsible. They were lethargic; it was as though goals were the last instead of the first object. No judgment was shown, and no great skill. The tactics were poor and the movements ineffective. Yet the Scots were so manifestly the better team that they should have won by three or four goals. Wales, by comparison, were crude and rustic; their backs good, they allowed no time to an opponent to indulge in reflection. Result—One goal each.

ARMADA are the surprise in this season's Scottish Cup. A Second Division club, they have disposed of three First Division sides, and what is more, have quite deserved their successes.

The League engagements were not of much importance. But Queen's Park put a bit of colour into the results by overwhelming a strong Dumbarton lot.

## SCOTTISH CUP—THIRD ROUND.

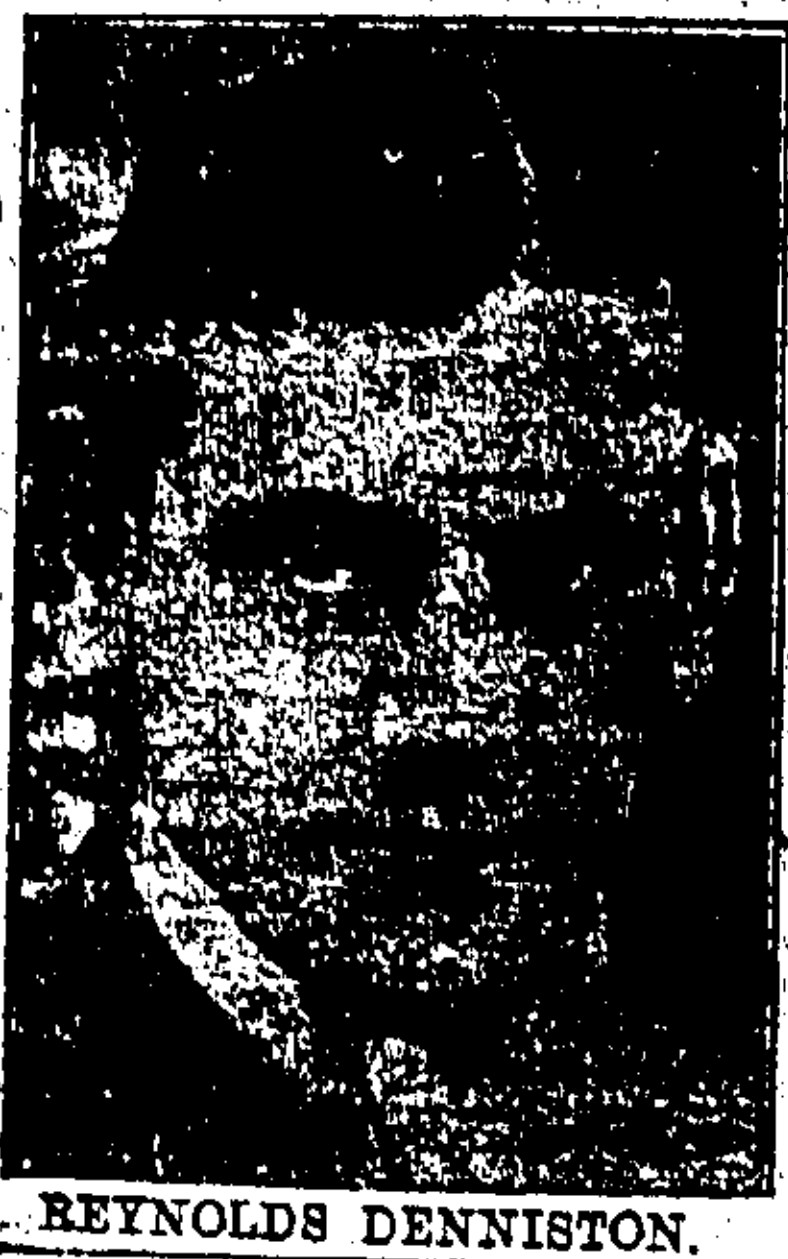
Albion Rovers, 4; St. Bernard's, 1. Morton, 3; Raith Rovers, 0. Ayr, 0; Armadale, 1.

LEAGUE. St. Mirren, 1; Dundee, 2. Third Lanark, 1; Clydebank, 2. Kilmarnock, 4; Hibs, 1. Hearts, 1; Raith Rovers, 1. Dumbarton, 1; Queen's Park, 0. Motherwell, 3; Albion Rovers, 0. Rangers, 1; Clyde, 0. Celtic, 3; Hamilton, 0. Arbroath, 2; Thistle, 0. Falkirk, 3; Aberdeen, 0.









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TUESDAY, 27th.—The after the war comedy of demobilization.  
"CIVILIAN CLOTHES."

WEDNESDAY, 28th.—The vivid Vital Drama of Real Life.  
"THE THIRD DEGREE."

THURSDAY, 29th.—The greatest play produced during the last decade. The play that ran for 18 months in London under the title of "UNCLE SAM."  
"FRIENDLY ENEMIES."

FRIDAY, 30th.—The most compelling play ever penned by the mastermind of the playwright.  
"THE ACQUITTAL."

SATURDAY, 1st May.—The Farce of Farces, one continual scream.  
"NIGHTIE NIGHT."

The second week's programme will be announced in due course.

Box Plans now open at MOUTRIE'S at 10 a.m.

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Telephone No. 77.

The Curtain will rise each evening at 8.15 sharp.

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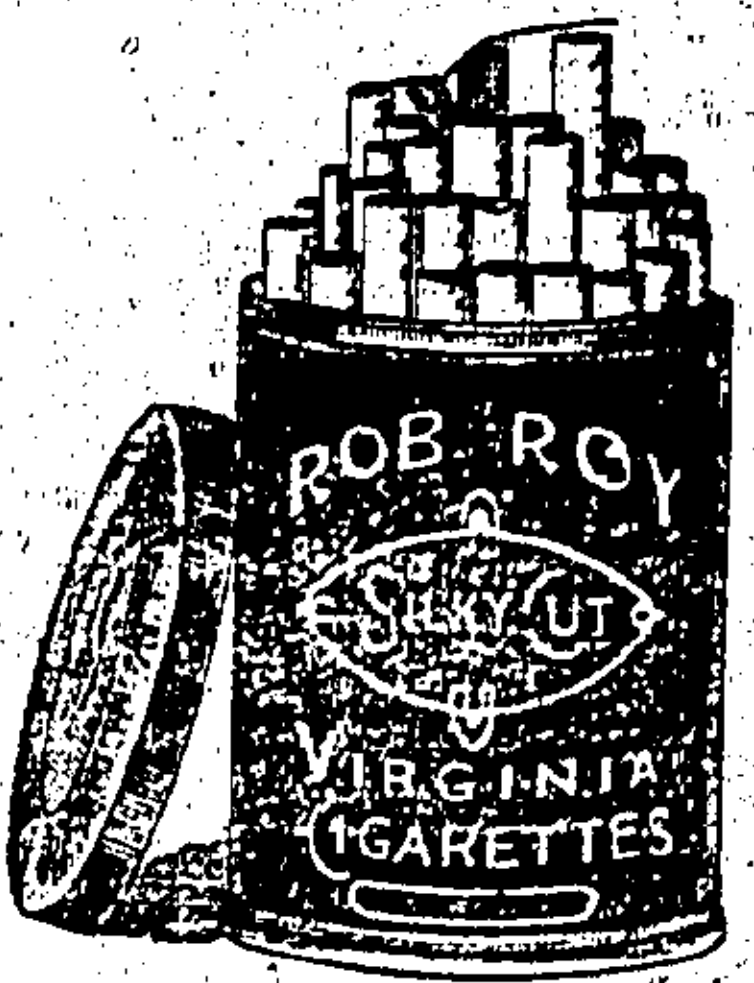
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## VANCOUVER'S MODERN DRYDOCK.

### FOR ANY VESSEL THAT CAN PASS THROUGH PANAMA CANAL.

Mr. A. L. Lockyer writes to the *Japan Advertiser*—

An important step toward making Vancouver one of North America's principal outlets to the Orient took place on Feb. 21st when the Canadian Cabinet awarded the contract for the erection of modern graving dock at Vancouver to J. Coughlan Sons, Limited. The Order-in-Council was signed the same day by the Governor-General, the Duke of Devonshire. The contract came within the scope of the Drydock Subsidy Act.

The subsidy on docks of the second class, as will be the one constructed in the present instance, is 4 1/2 per cent. on a maximum of \$2,250,000 for a period of thirty-five years, or \$112,500 annually. The subsidy on first class docks is 4 1/2 per cent. on a maximum of \$5,500,000 for the same length of time or \$247,500 annually. The Government therefore by deciding on the Coughlan plan saves an annual sum of \$135,000, which represents at five per cent. a capital investment of \$3,254,000.

WILL TAKE BIGGEST SHIP ON PACIFIC.  
The dry dock will be large enough to care for the largest vessel now plying the Pacific. It will be 110 feet wide by 750 feet long, of sufficient size to accommodate any ship capable of passing through the Panama Canal. It will cost \$3,750,000. Work has already commenced and with the employment of 500 men, the number being gradually increased to 1,500, the construction of this great undertaking is expected to prove a boon to those out of employment.

The dry dock will be modern in every respect. It will fill a much needed want and will place Vancouver in a position to compete as a shipping port with Seattle, Portland, and San Francisco. It is anticipated that the Japanese steamship companies will find this an additional inducement to make Vancouver one of their regular points of call.

There were three applications under consideration, one from the Coughlan company, one from the Wallace Shipyard, Limited, and one from the firm of Davidson and Cameron. The engineers of the public works department recommended the acceptance of Coughlan's application, and the Cabinet assented to their recommendation after careful consideration of the whole question.

EMPEROR LINE'S LARGEST NOW.  
While technically not of first class dimensions the dock will be considerably larger than the standard size of a second class dock. An important consideration which carried weight with the Cabinet was that the dock will be able to accommodate the largest vessel plying between Vancouver and the Orient. The two largest at the present time are the *Empress of Asia* and the *Empress of Russia*, both 590 feet long and 68 feet wide. The graving dock also possesses the attractive feature of being extended, if necessary, to 1,700 feet. With a width of 110 feet it could then handle the greatest of the world's tonnage for many years to come. The width of the dock's entrance is the same as that at the locks of the Panama Canal. Besides a drydock a marine railway and machine shops will be erected. The marine railway which will be completed in a year will take vessels weighing 3,500 tons. The graving dock will not be finished for another two years.

LAND ALREADY CLEARED.  
The dock and machine shops will be located on some vacant property adjoining the main business section of Vancouver and it will be built on the tide water of Burrard Inlet. Temporary offices have already been erected and the land has been cleared.

The following are the dock's dimensions: Length from caisson top to headwall, 725 feet; length from back of sill to headwall, 700 feet; clear width of entrance at bottom, 110 feet; depth over sill at highwater, 30 feet.

The minimum dimensions for docks of the second class as fixed by the Drydock Subsidy Act are: length from caisson groove to head, 650 feet; clear width at entrance, 85 feet; depth of water over sill at highwater, 35 feet; depth of water over sill at ordinary low water, 25 feet.

Mr. A. Rosen, representative of the Coughlan Company, has been in Ottawa since the application was first made last fall and constantly supplied the department with all the information required. The members of the Federal Parliament for Vancouver, H. H. Stevens and S. J. Crowe, played a prominent part in urging the constructing of a dock to meet the growing requirements of Vancouver harbour. Hon. N. W. Rowell, acting minister of public works, and president of the privy council, was inclined to shelve the dock proposal, but had change of heart when the importance of the matter was impressed upon him by Vancouver's members of Parliament.

ANOTHER DOCK CONSIDERED.

The Government is also considering erecting a first class graving dock at Esquimalt. It would cost in the neighbourhood of \$5,500,000. It would be 1,150 feet long, 125 feet wide at the entrance, and 38 feet in depth. It would be divided into two sections 650 feet and 500 feet respectively, each part to be closed by a ship steel caisson. For the purpose of emptying the dock three centrifugal pumps, each with a pumping capacity of 60,000 gallons per minute, will be installed. The pumps will be run by electric power generated by the dock power plant. The walls of the dock will be concrete with granite copings. The keel and bilge blocks will rest on granite strips extending the full length of the dock. Granite will be used for the caisson stops.

A basin, 900 feet long and 200 feet wide, will be provided on the south side of the Esquimalt drydock for the repairing of vessels while afloat and to permit the unloading of cargo before the ship enters the graving basin. The structure around the basin will be built of reinforced concrete.

## INTIMATIONS.

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Russian, American, Continental,  
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THE Homeward Mail Steamer  
"DUNDEE" will be  
arriving His Majesty's Mail, will be  
despatched from this port about MAY  
12th, 1920, taking cargo for the above Ports.  
Passenger accommodation in the connecting  
rout is available, secured before departure  
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Parcels will be received at the Office until  
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For further particulars, sailing dates, etc.  
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## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

STRAITS & CALCUTTA ... "FOOKSANG" Thurs, 22nd Apr., 3 p.m.  
MANILA ... "YUEN SANG" Fri., 23rd Apr., 3 p.m.  
SHANGHAI ... "HOP SANG" Sun., 25th Apr., 11 a.m.  
SHANGHAI ... "KWONG SANG" Wed., 28th Apr., 11 a.m.  
SANDAKAN ... "HIN SANG" Thurs, 29th Apr., Noon.  
SANDAKAN ... "CHUNG SANG" Thurs, 6th May, Noon.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Lights and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday, calling at Cebu when inducement offers.

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TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

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### S.S. "FOOKSANG"

will be despatched on or about April 22nd for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

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Joint Service of Steamers.

## U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel ... Due Hongkong  
"GLENADE" ... 24th April  
"CARMARTHENSHIRE" ... 18th May.

HOMEWARDS.

Vessel ... Leaves Hongkong ... Discharges  
"GLENIFFER" ... 29th April ... GLENDA, LONDON & ANTWERP.  
"PROFESSOR" ... 12th May ... LONDON.  
"GLENADE" ... 25th May ... GLENDA, LONDON & ANTWERP.

Movements are subject to change without notice.

For freight or further particulars please apply to—

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AGENTS: The Glen Line, Ltd.; The Royal Mail Steam Packet Co.

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CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MASAJI ABE

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Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management—

Twenty steamers of about 9,100 tons deadweight each  
Two steamers of about 6,400 tons deadweight each.  
Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

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No. 8, BURN, KOBÉ.

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## SHIPPING NEWS

## ARRIVALS

April 20th.

*Paki Maru*, Japanese str., 1,706 tons, Capt. Hisazumi, from Karatsu, with a cargo of coal.—M. S. R.  
*Kuy Shun*, British str., 1,336 tons, Capt. Ferguson, from Hongay, with a cargo of coal.—J. M. & Co.  
*Kasuma Maru*, Japanese str., 1,473 tons, Capt. Saka, from Chingwantao, with a cargo of coal.—Dudwell & Co.  
*Kanjo Maru*, Japanese str., 941 tons, Capt. Muir, from Yagayama, with a cargo of coal.—Tagko.  
*Sue*, British str., 245 tons, Capt. Ross, from Kwong Chow Wan, with a general cargo.—Wang Hing.

April 21st

*Amakusa Maru*, Japanese str., 2,336 tons, Capt. Kobayashi, from Keelung and Swatow, with a general cargo.—O. S. K.  
*Bontleuch*, British str., 2,079 tons, Capt. Mason, from Singapore, with a general cargo.—Gibb, Livingstone & Co.  
*Chinshua*, British str., 1,355 tons, Capt. Speed, from Bangkok, with a general cargo.—B. & S.  
*Isola*, British str., 6,320 tons, Captain Inkster, from Vancouver, with a general cargo.—B. & S.  
*Morialta*, British str., 1,108 tons, Capt. Walker, from Swatow, with a general cargo.—D. L. & Co.  
*Nancy Moller*, British str., 666 tons, Capt. Sangster, from Wuhu and Keelung, with a cargo of rice.—Moller & Co.  
*Swampy*, British str., 1,730 tons, Capt. Benson, from Canton, with a general cargo.—B. & S.  
*Tenn*, British str., 1,338 tons, Capt. Macdonald, from Shanghai, with a general cargo.—B. & S.  
*Titan*, British str., 3,730 tons, Capt. Yarwood, from Vladivostok, with a general cargo.—B. & S.  
*Wangtse*, British str., 4,149 tons, Capt. Hindley, from New York, with a general cargo.—B. & S.

## PASSENGERS

## ARRIVALS

Per s.s. *Morialta*, on April 21st:—Miss E. Widner, Mr. and Mrs. Gierstow, Mr. D. Ed. Mr. Flynn, Mr. Murphy, Mr. and Mrs. Paton, Miss Chisholm, Mr. de Journal.

## DEPARTURES

Per s.s. *Columbia*, on April 21st:—Miss B. D. Ames, Mrs. F. P. Arnold, Mr. John W. Althouse, Mr. Geo. E. Anderson, Mrs. A. H. Bishop, Mrs. F. Best, Mrs. A. Barnes, Miss A. H. Barnes, Mrs. E. A. Brannagan, Mr. J. Vincent Braga, Mr. E. A. Bradley, Miss E. H. Bradley, Miss A. M. Ballard, Miss L. Boehmer, Mr. and Mrs. F. Coates, Jr., Mrs. O. B. Cone, Miss C. Dyant, Mr. and Mrs. C. T. Dorrill, Mr. F. H. Devaney, Mrs. J. F. Van Deren, Miss E. Van Deren, Mr. E. C. Eppinger, Mrs. P. Falconer, Mrs. H. O. Fields, Mr. and Mrs. J. Gomes, Mrs. B. Graves, Mr. and Mrs. Alex. Garcia, Mrs. C. P. Geddes, Mr. and Mrs. D. F. Gamble, Mrs. R. J. Davis, Mr. D. Gamble, Mrs. J. J. Gorman, Mr. and Mrs. T. L. Hall, Mr. and Mrs. W. G. Hall, Mrs. E. F. Hunter, Mrs. R. L. Hague, Mr. and Mrs. W. Hauser, Mr. and Mrs. E. H. Husted, Mr. and Mrs. G. A. Hartman, Mrs. D. J. Hanson, Mr. S. E. Jackson, Mr. and Mrs. E. J. Kulas, Mr. and Mrs. E. W. Ketchum, Mr. and Mrs. F. E. Kirby, Mr. R. T. Kirby, Mr. M. A. Katz, Mr. Samuel Kame, Mr. and Mrs. J. A. Lilly, Mr. Leo B. Lewis, Mrs. J. D. Lewis, Mr. and Mrs. E. J. Miazurkiewicz, Mr. and Mrs. W. J. Milne, Mrs. H. E. Mallory, Miss M. Jieker, Mr. P. A. B. Mei, Mr. and Mrs. R. B. Mertz, Mrs. A. D. Morris, Mr. J. D. MacVicar, Miss M. McKeever, Mr. A. G. MacDonald, Mr. Robert Norton, Mrs. G. A. Nelson, Miss M. A. Olds, Mr. Louis Perez, Miss E. J. Phillips, Mr. Herbert Roth, Mrs. C. T. Ryner, Mr. C. L. Robinson, Mr. V. E. Rhodes, Mr. C. L. Riley, Miss G. Riley, Mrs. A. Rhodes, Mr. W. E. Roberts, Mrs. M. A. Strauss, Mrs. C. E. Stickney, Mr. J. W. Sanger, Miss C. Sigelen, Mr. B. Stafford, Mr. E. Thune, Mr. and Mrs. B. H. Thomas, Mr. H. M. Vanzoll, Dr. and Mrs. K. Van der Veen, Mr. Geo. F. Wortz, Mr. and Mrs. W. W. Walker, Mr. and Mrs. D. D. Yoder, and Mr. Wm. Zinser, and Lieut. General Chao Yueh Hui.

## CLEARANCES

April 20th.

*Amakusa*, for Hailo.  
*Chinshua*, for Tientsin.  
*Dilwara*, for Bombay.  
*Dufar*, for Wuhu.  
*Kuohing*, for Shanghai.  
*Georgy*, for Tourane.  
*Huiching*, for Foochow.  
*Huiching*, for Hongay.  
*Huiching*, for Canton.  
*Hok Chanton*, for Kwong Chow Wan.  
*Kuiping*, for Haiphong.  
*Kung Hong*, for Shanghai.  
*Kung Ping*, for Canton.  
*Lake Farmindale*, for Madras.  
*Sai Chow*, for Shanghai.  
*Tak Sang*, for Haiphong.

April 21st

*Bauri Maru*, for Yokohama.  
*Columbia*, for San Francisco.  
*Glendee*, for Kobe.  
*Kasuma Maru*, for Keelung.  
*Kawah Koa*, for Saigon.  
*Nancy Moller*, for Canton.  
*Songma*, for Haiphong.  
*Souha Maru*, for Takao.  
*Tenn*, for Canton.  
*Titan*, for Liverpool.  
*West Yuen*, for Seattle.

## SHIPPING MOVEMENTS

The R.M.S. *Empress of Russia* left Yokohama on April 1st, is due at Kobe to-day and is due at Hongkong at daylight on May 1st.  
 The s.s. *Prism* (Blue Funnel line) left Singapore on the 18th inst., and is due at Hongkong on the 24th inst.  
 The T.K.K. *Korea Maru* arrived at Yokohama on the 16th instant and sailed on the 19th inst., being due at Hongkong on the 26th instant.  
 The T.K.K. *Seiya Maru* arrived at Yokohama on the 14th instant and sailed on the 18th, being due at Hongkong April 30th.

## WEATHER REPORT

April 21st, at 12.30.—No returns from Japan, and Vladivostok.  
 Pressure has increased considerably at Weihaiwei, and slightly elsewhere. There are indications of weak anticyclones to the north of the Yangtze.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.65 inch. Total since January 1st, 9.06 inches, against an average of 9.66 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Distance Forecast.  
 Hongkong to Gap Rock—N.E. winds, moderate; cloudy, fog, mist or occasional rain.  
 Formosa Channel—North winds, fresh.

South Coast of China between Hongkong and Lamook—The same as No. 1.  
 South Coast of China between Hongkong and Hainan—The same as No. 1.

## HONGKONG TIDE TABLE

From 22nd to 28th April, 1920.

| Days of Week or Month | Day of Month | HIGH WATER           |        | LOW WATER            |        |
|-----------------------|--------------|----------------------|--------|----------------------|--------|
|                       |              | H'kong Standard Time | Height | H'kong Standard Time | Height |
| Thurs.                | 22           | 5.12                 | 5.0    | 11.48                | 3.0    |
| Fri.                  | 23           | 11.19                | 7.4    | 6.25                 | 0.8    |
| Satur.                | 24           | 11.17                | 7.2    | 7.32                 | 1.1    |
| Sun.                  | 25           | 2.47                 | 4.4    | 8.42                 | 1.4    |
| Mon.                  | 26           | 0.55                 | 6.8    | 9.48                 | 1.4    |
| Tues.                 | 27           | 4.16                 | 4.4    | 10.7                 | 1.1    |
| Wed.                  | 28           | 2.16                 | 6.4    | 10.8                 | 1.6    |
| Thurs.                | 29           | 3.30                 | 4.6    | 9.42                 | 1.3    |
| Fri.                  | 30           | 4.3                  | 6.0    | 11.16                | 1.8    |
| Satur.                | 1            | 8.23                 | 5.9    | 11.14                | 1.1    |
| Sun.                  | 2            | 7.0                  | 5.2    | 10.10                | 1.9    |
| Mon.                  | 3            | 6.37                 | 5.8    | 9.25                 | 3.5    |

THE NEW FRENCH REMEDY.  
**THERAPION NO. 1**  
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**THERAPION NO. 3**  
 No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel. Price 1/6 per box. Sold by all Chemists. Price in England 3/6. See Trade Marked Word "THERAPION" on Box. Copy Stamp Applied to Genuine Packets.

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5th May

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**HONGKONG TO VANCOUVER**  
 (via Shanghai, Nagasaki, (Mitsui Bussan Kaisha) Yokohama)  
 From Hongkong to Vancouver

| STEAMERS                 | Hongkong | Vancouver |
|--------------------------|----------|-----------|
| <i>Empress of Russia</i> | May 6    | May 25    |
| <i>Empress of Japan</i>  | May 26   | June 16   |
| <i>Empress of Asia</i>   | June 3   | June 21   |
| <i>Monteagle</i>         | June 8   | July 2    |
| <i>Empress of Russia</i> | July 1   | July 19   |
| <i>Empress of Japan</i>  | July 20  | Aug. 10   |
| <i>Empress of Asia</i>   | July 29  | Aug. 16   |
| <i>Monteagle</i>         | Aug. 12  | Sept. 5   |
| <i>Empress of Russia</i> | Aug. 26  | Sept. 13  |
| <i>Empress of Japan</i>  | Sept. 14 | Oct. 5    |
| <i>Empress of Asia</i>   | Sept. 23 | Oct. 11   |
| <i>Empress of Russia</i> | Oct. 21  | Nov. 8    |
| <i>Monteagle</i>         | Oct. 26  | Nov. 19   |
| <i>Empress of Japan</i>  | Nov. 9   | Nov. 30   |

Passage Fare Hongkong to United Kingdom  
 EMPRESS OF RUSSIA EMPRESS OF JAPAN  
 16,850 Tons Reg. Gold 8,000 Tons Reg. Gold  
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S.S. "BOLTON CASTLE" Sailing on or about Middle of May.

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For BRINDISI, VENICE &amp; TRIESTE via SINGAPORE

PENANG, COLOMBO, ADEN &amp; PORT SAID.

## S.S. "INNSBRUCK"

Sailing on or about April 27th.

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Regular Services between

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For JAVA

S.S. "SAMARANG MARU" Sailing on or about 26th April.

For JAPAN

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Steamship Service Trans-Pacific

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## NATAI LINE OF STEAMERS.

"MAKING Cargo" on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA in conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.  
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For Freight or Passage on any of the above Lines apply to—

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Agents

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## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE

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"ECUADOR," "VENEZUELA" &amp; "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA &amp; HONOLULU.

## THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Wednesday, May 19th.

ALSO

S.S. "WEST INSKIP"

End of April for San Francisco via usual ports of call.

S.S. "WEST KASSON"

Late April for Baltimore, via Suez and usual ports of call.

## HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports  
 Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU ... Sunday, 2nd May, at 11 a.m.  
 TOYOHASHI MARU (calling Manila) ... Wednesday, 6th May, at 11 a.m.  
 KASHIMA MARU (calling Manila) ... Saturday, 22nd May, at 11 a.m.  
 FUSHIMI MARU ... Tuesday, 16th June, at 11 a.m.

LONDON & ANTIWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

YOKOHAMA MARU ... Sunday, 35th April, at Noon.  
 TAMBA MARU ... Friday, 30th April, at Noon.  
 MISHIMA MARU ... Friday, 14th May, at Noon.

HAMBURG, LONDON & ANTIWERP via Singapore, Colombo, Suez and Port Said.

TOYOOKA MARU ... Thursday, 27th May.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

WAKASA MARU (calling Genoa) ... Monday, 3rd May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIEKO MARU ... Friday, 30th April, at 11 a.m.

AKI MARU ... Wednesday, 19th May, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroa, San Francisco, Panama & Colon.

TSUYAMA MARU ... Wednesday, 18th April.

SOUTH AMERICAN PORTS via Cape.

BOMBAY &amp; COLOMBO via Singapore.

KIMI MARU (calling Colombo) ... Wednesday, 26th April.

TENSHIN MARU ... Monday, 10th May.

CALCUTTA & BANGCOON via Singapore & Penang.

YAMAGATA MARU ... Sunday, 2nd May.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

TANGO MARU ... Saturday, 22nd May, at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

KITANO MARU ... Tuesday, 17th April, at 11 a.m.

TENSHO MARU ... Friday, 30th April.

TOTOMI MARU ... Tuesday, 4th May.

YETOROFU MARU ... Tuesday, 4th May.

INABA MARU ... Thursday, 20th May, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.  
 Telephone Nos. 322 & 323. ASADA, Manager.

## For NEW YORK &amp; BOSTON.

## THE U.S. SHIPPING BOARD

## S.S. "DRYDEN"

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Via PANAMA.

## S.S. "RADNOR"

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## LOS ANGELES PACIFIC NAVIGATION COMPANY

## HONGKONG

TO

## LOS ANGELES, CALIFORNIA, U.S.A.

Due Los Angeles About Sailing for Los Angeles About  
 S.S. VINITA ... May 15th. S.S. VINITA ... May 17th.  
 S.S. WEST NIVARIA ... June 15th. S.S. WEST NIVARIA ... June 17th.  
 S.S. WEST MONTOP ... July 15th. S.S. WEST MONTOP ... July 17th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment enroute. Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

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This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

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Telephone No. 1574.

Agents.



**AMERICAN & ORIENTAL LINE**

For HAVANA & NEW YORK via Panama Canal.  
S.S. "LUCERIO" April 29th.

Subject to change without notice.

**ORIENTAL AFRICAN LINE  
INDIAN AFRICAN LINE**

Cargo carried on through Bills of Lading from HONGKONG to BRISA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

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**THE BANK LINE LTD.**  
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**"ELLERMAN" LINE.**

(RILEYMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM... "KAZEMBE" ... 30th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

**THE BANK LINE LTD.**  
General Agents.

**C. N. C.****CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For Steamer To Sail

|                        |             |               |         |
|------------------------|-------------|---------------|---------|
| SHANGHAI               | "HUNTING"   | On 22nd April | Noon    |
| CHEFOO & TIENTSIN      | "HUNTING"   | On 22nd April | 3 P.M.  |
| SHANGHAI & TIENTSIN    | "HUNTING"   | On 22nd April | 4 P.M.  |
| AMOI, SHANGHAI & PUKOW | "SHANTUNG"  | On 27th April | 4 P.M.  |
| SWATOW and HANGKOW     | "CHIN KANG" | On 27th April | 10 A.M. |
| MANILA, CEBU & ILOILO  | "TAKING"    | On 28th April | Noon    |
|                        |             | On 4th May    | 5 P.M.  |

SHANGHAI LINE—PASSENGERS, MALES and GABGO. Excellent Saloon accommodation. Electric Light and Fan in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment to Woosung.

BANKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

**BUTTERFIELD & SWIRE**  
Agents

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY AND FOOCHEW**

AND RETURN.

(Occupying 9 to 10 Days).

|                      |                      |                               |
|----------------------|----------------------|-------------------------------|
| "MORIALTA" (Hullong) | Capt. Ed. Walker     | FRIDAY, 23rd Apr., at 1 P.M.  |
| "HAIHONG"            | Capt. W. C. Parnmore | TUESDAY, 27th Apr., at 1 P.M. |
| "HAICHING"           | Capt. A. H. Stewart  | FRIDAY, 30th Apr., at 3 P.M.  |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

**DOUGLAS LAPRAIK & CO.,**  
General Manager.

**NEW YORK DIRECT.**

Joint Service of the

**"BLUE FUNNEL" LINE**

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

|                   |            |          |
|-------------------|------------|----------|
| "CITY OF COLOMBO" | via Suez   | 13th May |
| "BURYMACHUS"      | via Panama | 27th May |
| "TELEMACHUS"      | via Panama | 3rd June |

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—  
**BUTTERFIELD & SWIRE** or **THE BANK LINE LTD.** HONGKONG.  
HONGKONG AND CANTON **REISS & CO.** CANTON.

**P. & O. - BRITISH INDIA.****APCAR AND EASTERN & AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND.)

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN G.

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND.

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

**PENINSULAR & ORIENTAL SAILINGS (South)**

|          | Tons  | From Hongkong (about) | Destination                   |
|----------|-------|-----------------------|-------------------------------|
| "NORE"   | 8,700 | 8th May               | Marseilles, Lyon & Antwerp.   |
| "DUNERA" | 8,400 | 12th May              | Singapore, Colombo & Bombay.  |
| "NOVARA" | 8,900 | 22nd May              | Marseilles, London & Antwerp. |

**BRITISH INDIA-APCAR SAILINGS (South)**

"GREGORY APCAR" 4,600 21st April Straits, Rangoon & Calcutta.

**EASTERN & AUSTRALIAN SAILINGS (South)**

|              | Tons  | From Hongkong (about) | Destination                                    |
|--------------|-------|-----------------------|------------------------------------------------|
| "ST. ALBANS" | 4,500 | 1st May               | Queensland Ports and Sandakan, Thursday Island |
| "EASTERN"    | 4,000 | 19th May              | Sydney, Melbourne.                             |

**SAILINGS TO SHANGHAI & JAPAN**

|          | Tons  | From Hongkong (about) | Destination       |
|----------|-------|-----------------------|-------------------|
| "MUTTRA" | 4,700 | 23rd April            | Shanghai & Kobe.  |
| "NOVARA" | 7,000 | 27th April            | Shanghai & Japan. |

\* CALLS AT ANTWERP \* CALLS MANILA.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

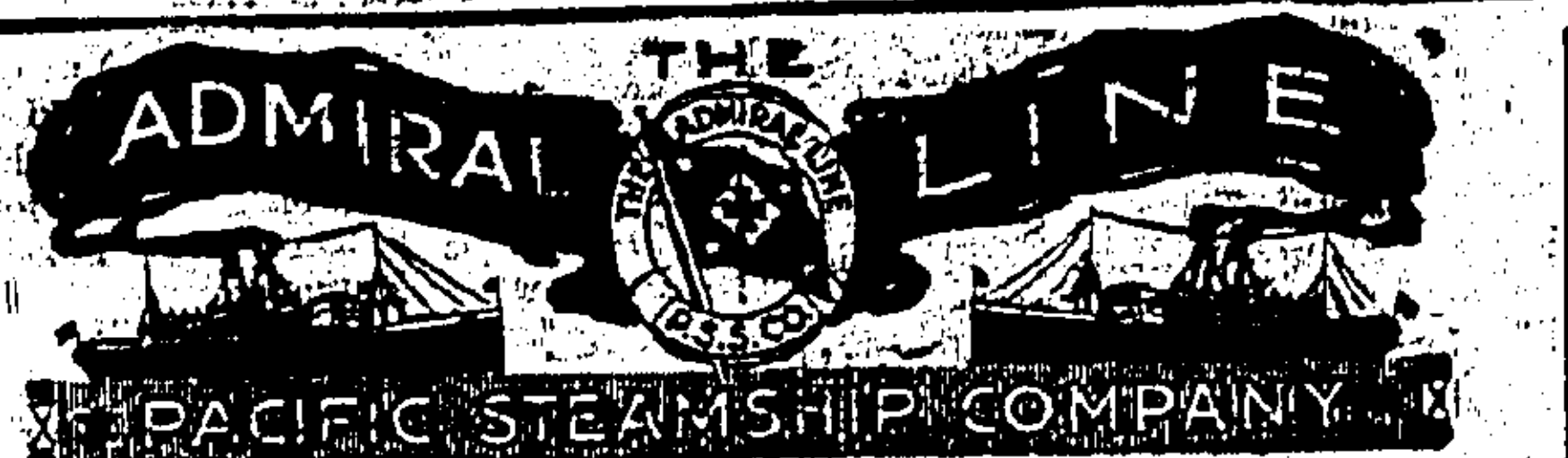
Tickets Interchangeable.  
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Rangoon and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Parcels measuring not more than 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

**NOTICE TO CONSIGNEES.**

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to **MACKINNON, MACKENZIE & CO.**

22, Des Voeux Road Central, HONGKONG. Agents.

**TRANS-PACIFIC FREIGHT SERVICE**

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

|                 |     |                  |
|-----------------|-----|------------------|
| "EDMORE"        | ... | About April 30th |
| "WEST HARTLAND" | ... | About May 10th   |
| "ICONIUM"       | ... | About May 24th   |
| "CROSSKEYS"     | ... | About June 2nd   |

For PORTLAND direct.

|            |     |                  |
|------------|-----|------------------|
| "COAXET"   | ... | About April 28th |
| "WABAN"    | ... | About May 10th   |
| "MONTAGUE" | ... | About June 10th  |
| "ABERDEEN" | ... | About June 30th  |

Through bills of Lading issued to Overseas Consignees.

For Freight and Particulars apply to

**THE ADMIRAL LINE.**

Telephone 2477 & 2478. Fifth Floor, Hotel Manouba.

**CHINA MAIL S.S. CO., LTD.**

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons 10,000 tons 11,000 tons.

SAILINGS FROM HONGKONG FOR

**SAN FRANCISCO**

via SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

June 2nd May 19th May 15th.

An unsurpassed high-class passenger service.

O. H. BITTER, Freight and Passenger Agent

11, House Street Tel. 1943

**TOYO KISEN KAISHA.****SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

| Steamers     | Tons   | Leave Hongkong            |
|--------------|--------|---------------------------|
| KORSA MARU   | 20,000 | May 3rd                   |
| TENYO MARU   | 22,000 | May 27th                  |
| SIBERIA MARU | 20,000 | June 13th (from Yokohama) |
| SHINYO MARU  | 22,000 | June 17th                 |
| PERSIA MARU  | 2,000  | July 5th                  |

**SOUTH AMERICAN LINE.**

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO.

SAN PEDRO, SALINO, CRUZ, BALBOA, ALLAO, ARICA

AND IQUIQUE

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

| Steamers   | Tons   | Leave Hongkong |
|------------|--------|----------------|
| BEIYO-MARU | 14,000 | May 7th        |
| KIYO-MARU  | 17,300 | July 13th      |
| ANYO-MARU  | 18,600 | Sept. 6th      |

Tickets are interchangeable with the Canadian Pacific Ocean Service. Ltd and the Pacific Mail Steamship Co.  
Passengers may travel by Rail between Ports of Call in Japan free of charge.

**FREIGHT SERVICE.**

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and The Panama Canal.

Steamer Leaves Hongkong.

CHOYO MARU ... APRIL OR MAY.

For all information as to rates, freight space, sailings, etc., apply to—

Telephone 2374 and 2375. Y. TSUTSUMI, Manager, King's Building.

**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| Destination               | Steamer & Displacement | SAILING DATE            |
|---------------------------|------------------------|-------------------------|
| SHANGHAI, KOBE & YOKOHAMA | "CORDILLERE" 10,000    | On or about 25th April. |
|                           | "PORTHOS" 10,000       | On or about 15th May.   |
|                           | "AMAZONE" 10,000       | On or about 8th June.   |

SHANGHAI (Only) ... "ANDRE LEBON" 20,000 On or about 28th April

MARSEILLES, ... "ARMAND BEHIC" 10,000 On or about 11th May.

SAIGON, ... calling at Haiphong

PORT COLOMBO, ...

PORT SAID, ...

Cargo boat for EUROPE to call at MARSEILLES, ...

GENOA, HAVRE, DUNKERQUE, ANTWERP, ROTTERDAM

"COMMANDANT MAGES" On or about 24th April.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER, Acting Agent, Queen's Building.

Telephone 740.

**O. S. K.****OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"HAVANA MARU" ... Tuesday, 4th May.

"HAYRE MARU" ... Tuesday, 8th June.

Call Marseilles.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"PANAMA MARU" ... Friday, 23rd May.

"TACOMA MARU" ... Middle of July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"LUZON MARU" ... Beginning of May.

"SIAM MARU" ... Middle of May.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service

"SHISEN MARU" ... Sunday, 2nd May.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... Monday, 19th May.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Saturday, 22nd May.

"CHICAGO MARU" ... Saturday, 5th June.

both call at Shanghai

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 25th April.

For TAKAO via SWATOW and AMOY.

"BOSHI MARU" ... Thursday, 22nd April

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 746.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia | Lv. Hongkong for Australia

| Steamer   | 19th May                       | 24th May |
|-----------|--------------------------------|----------|
| "TAIYUAN" | SAILING SUBJECT TO ALTERATION. |          |

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice-Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE Agents.



## POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

| FROM                                | PER           | DATE        |
|-------------------------------------|---------------|-------------|
| SWATOW, Amoy, and Formosa via Takao | Kaito Maru    | 22nd April. |
| Shanghai and North China            | Suisan Maru   | 24th April. |
| Yokohama and Japan                  | Yokohama Maru | 24th April. |
| STRAITS                             | Kaito Maru    | 25th April. |

## OUTWARD MAILS.

| FOR                                      | PER            | DATE                            |
|------------------------------------------|----------------|---------------------------------|
| Swatow, Amoy, and Formosa via Takao      | Kaito Maru     | Thursday, 22nd, 9.00 A.M.       |
| Shanghai and North China                 | Suisan Maru    | Thursday, 22nd, 11.00 A.M.      |
| Yokohama and Japan                       | Yokohama Maru  | Thursday, 22nd, Noon            |
| Straits, Bangkok, Calcutta and Aden      | Fookshing Maru | Thursday, 22nd, 2.00 P.M.       |
| Formosa via Takao                        | Fookshing Maru | Thursday, 22nd, 5.00 P.M.       |
| Philippine Islands                       | Yokohama Maru  | Thursday, 22nd, 5.00 P.M.       |
| Saigon                                   | Prosper        | Thursday, 22nd, 5.00 P.M.       |
| Fort Bayard                              | Wa San         | Friday, 23rd, 9.00 A.M.         |
| Swatow, Amoy, and Fookshing              | Morilla        | Friday, 23rd, Noon              |
| L. Marquis, South Africa, India via      | Bharia         | Friday, 23rd, 12.15 P.M.        |
| Dransu kodi, Egypt & EUROPE via          | Letters        | 1.00 P.M.                       |
| STEEZ                                    |                |                                 |
| The Parcel Mail will be closed on        |                | Thursday, April 22nd, at 5 p.m. |
| Chefoo and Tientsin                      | Yokohama Maru  | Friday, 23rd, 2.00 P.M.         |
| Philippine Islands                       | Yokohama Maru  | Friday, 23rd, 2.00 P.M.         |
| Shanghai and North China                 | Yokohama Maru  | Saturday, 24th, 3.00 P.M.       |
| Swatow, Amoy, and Formosa via Kaito      | Yokohama Maru  | Saturday, 24th, 5.00 P.M.       |
| Straits, Amoy, and Formosa via Kaito     | Yokohama Maru  | Sunday, 25th, 9.00 A.M.         |
| Saigon & Java & Port Moresby via Ratavia | Yokohama Maru  | Sunday, 25th, 9.00 A.M.         |
| Straits, Bangkok, Ceylon, Mauritius,     | Yokohama Maru  | Sunday, 25th, 9.00 A.M.         |
| L. Marquis, South Africa, India via      | Yokohama Maru  | Sunday, 25th, 9.00 A.M.         |
| Dhansu kodi, Egypt & EUROPE via          | Yokohama Maru  | Sunday, 25th, 9.00 A.M.         |
| MARSEILLES                               | Yokohama Maru  | Sunday, 25th, 9.00 A.M.         |
| Swatow, Amoy, and Fookshing              | Yokohama Maru  | Sunday, 25th, 9.00 A.M.         |
| Shanghai, North China & Japan via Kaito  | Yokohama Maru  | Sunday, 25th, 9.00 A.M.         |
| Swatow, Amoy, and Fookshing              | Yokohama Maru  | Sunday, 25th, 9.00 A.M.         |
| Amoy, Shanghai and North China           | Yokohama Maru  | Sunday, 25th, 9.00 A.M.         |
| Philippine Islands, Australia and New    | Nikko Maru     | Friday, 30th, 8.45 A.M.         |
| Zealand via Thursday Island              | Letters        | 9.30 A.M.                       |
| Straits, Bangkok, Ceylon, Mauritius,     | Tamba Maru     | Friday, 30th, 9.45 A.M.         |
| L. Marquis, South Africa, India via      | Letters        | 10.30 A.M.                      |
| Dhansu kodi, Egypt & EUROPE via          | Letters        | 10.30 A.M.                      |
| MARSEILLES                               | Letters        | 10.30 A.M.                      |
| Swatow, Amoy, and Fookshing              | Letters        | 10.30 A.M.                      |
| Shanghai, N. China, Japan via Nagasaki,  | Letters        | 10.30 A.M.                      |
| Canada, United States, Central and       | Letters        | 10.30 A.M.                      |
| South America, and EUROPE via            | Letters        | 10.30 A.M.                      |
| VICTORIA, B.C.                           | Letters        | 10.30 A.M.                      |
| Philippine Islands                       | Letters        | 10.30 A.M.                      |

From Sheungwan Western Branch P.O.

| FOR                | ON WEEK-DAYS    | ON SUNDAY  | ON HOLIDAYS |
|--------------------|-----------------|------------|-------------|
| Canton and Sam-hui | 7.30 A.M.       | 9.30 P.M.  | 7.30 A.M.   |
| Lai Ping Tung      | 9.30 P.M.       | 9.30 P.M.  | 9.30 P.M.   |
| Shek Ki            | 9.30 P.M.       | 9.30 P.M.  | 9.30 P.M.   |
| Kowloon            | 8.00 P.M.       | 9.30 P.M.  | 6.00 P.M.   |
| Kaukung            | 8.00 P.M.       | 9.30 P.M.  | 6.00 P.M.   |
| Wachow             | 6.00 P.M.       | 6.00 P.M.  | 6.00 P.M.   |
|                    | Except Saturday |            |             |
|                    | 4.00 P.M.       | 10.30 A.M. | 4.00 P.M.   |

## FOR NEW YORK

## PRINCE LINE FAR EAST SERVICE

"PERSIAN PRINCE" via Suez Canal 2nd half May.

Steamers proceed via Panama Canal or Suez at Owners' option.

For freight and further particulars, apply to—  
**SHEWAN TOMES & CO.,**  
 Agents.

## COMMERCIAL.

## OPENING QUOTATIONS.

| April 22nd.                      |         |
|----------------------------------|---------|
| On Ly pay—                       |         |
| Telegraphic Transfer             | 4.9     |
| Bank Bill, on demand             | 4.9     |
| Bank Bill, at 3 days sight       | 4.9     |
| Bank Bill, at 4 months sight     | 4.9     |
| Credit, at 4 months sight        | 4.9     |
| Documentary Bill, 4 months sight | 4.9     |
| On P. & O.—                      |         |
| Bank Bill, on demand             | 1850    |
| Credit, 4 months sight           | 1850    |
| On NEW YORK—                     |         |
| Bank Bill, on demand             | 94      |
| Credit, at 60 days sight         | 94      |
| On BOMBAY—                       |         |
| Telegraphic Transfer             | 266     |
| Bank Bill, on demand             | nom.    |
| On CALCUTTA—                     |         |
| Telegraphic Transfer             | 266     |
| Bank Bill, on demand             | nom.    |
| On SHANGHAI—                     |         |
| Bank Bill, at sight              | nom.    |
| Private, 30 days sight           | nom.    |
| On YOKOHAMA—                     |         |
| Bank Bill, on demand             | 192     |
| On NANTAI—                       |         |
| On demand—P. & O.                | 192     |
| On SINGAPORE—                    |         |
| On demand                        | 205     |
| On BATAVIA—                      |         |
| On demand                        | 205     |
| On HAIKONG—                      |         |
| On demand                        | nom.    |
| On SAIGON—                       |         |
| On demand                        | nom.    |
| On BANGKOK—                      |         |
| On demand                        | 44      |
| SOVEREIGNS, Bank's Buying rate   | \$ 4.15 |
| Gold Leaf 100 fine, per tal.     | \$29.80 |
| BAR SILVER per oz.               | \$84d.  |

## SUBSIDIARY COIN.

|                          | Per cent.    |
|--------------------------|--------------|
| Hongkong, 20 cents piece | 800 Discount |
| Hongkong, 10             | 0.43         |
| Canton, 20               | 3.80         |
| Canton, 10               | 0.00 Premium |

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 21st.

|                | Previous Day | On Date   | On Date   |
|----------------|--------------|-----------|-----------|
|                | at 2 p.m.    | at 6 a.m. | at 2 p.m. |
| Barometer      | 29.91        | 29.88     | 29.90     |
| Temperature    | 71           | 70        | 77        |
| Humidity       | 80           | 81        | 75        |
| Wind Direction | SW           | calm      | East      |
| Force          | 0            | 0         | 0         |
| Weather        | clear        | clear     | clear     |
| Rain           | 1.1          | —         | —         |

Highest open-air temperature on 20th 75  
Lowest open-air temperature on 21st 69

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB, Chief Manager.

Hongkong, November 22nd, 1919.

## THE BANK OF TAIWAN LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

|                    |                |
|--------------------|----------------|
| Capital Subscribed | Yen 60,000,000 |
| Capital (Paid-up)  | 37,500,000     |
| Reserve Funds      | 7,030,000      |

## HEAD OFFICE: TAIPEH, FORMOSA.

## BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.  
 FORMOSA—Gilan, Kagi, Kankou, Keelung, Makung, Nanto, Pusan, Shichiku, Taichu, Tainan, Takow, Tamsui, Tientsin, Aka.  
 CHINA—Shanghai, Hankow, Kiating, Amoy, Fookshing, Swatow, Canton, Others—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

## LONDON BRANCH:

LONDON, COUNTY, WESTMINSTER AND PARS' BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippines, Malaya, Java, and other Dutch Indies, Australia, America, &c.  
 Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

## SEIZO KONDOH, Manager.

3, Des Vaux Road, Central, Hongkong, November 1st, 1919.

## THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

|                                   |            |
|-----------------------------------|------------|
| Capital Authorised & Subscribed   | £1,500,000 |
| Paid-up                           | 750,000    |
| Reserve Fund & Res.               | 785,700    |
| Reserve Liability of shareholders | 750,000    |

## BANKERS:

THE BANK OF ENGLAND.

THE LONDON JOINT CITY &amp; MIDLAND BANK, LTD.

Branches: Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Howrah, Madras, Shanghai, Colombo, Kandy, New York, Singapore, Delhi, Karachi, Penang, Galle, Kota Bharu, Port Louis (Mauritius).

## HONGKONG BRANCH:

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDER, Acting Manager.

7, Queen's Road Central, Hongkong, December 12th, 1919.

## ALWAYS ASK FOR IT



# "CAPSTAN"

For Flavour. NAVY CUT For Quality.

IN MILD, MEDIUM AND FULL STRENGTHS.

FROM ALL TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

## BANQUE INDUSTRIELLE DE CHINE (FRENCH BANK).

AUTHORIZED CAPITAL: F. 250,000,000

SUBSCRIBED CAPITAL: F. 150,000,000

PAID UP: F. 75,000,000

SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC: F. 25,000,000

Chairman of the Board: André Berthelot

General Manager: A. J. Pernotte

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

## BRANCHES:

Lyon, Hongkong, Yunnanfu

Marseilles, Hanoi, Vladivostok

Peking, Singapore, Fookshing

Shanghai, Canton, Swatow

Tientsin, Saigon, Yokohama

Hankow, Haiphong

## BANKERS:

In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London Joint City &amp; Midland Bank, Ltd.

In NEW YORK: Redmond &amp; Co. Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL, Manager.

Hongkong, March 6th, 1920.

## THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 2, Queen's Road Central.

Paid-up Capital: \$2,000,000.00

Reserve Fund: 200,000.00

## Directors:

Mr. Fong Wai Tung, Chairman.

Mr. Chow Shou Son, Mr. Kan Ying Po.

Mr. Li Koon Chun, Mr. Mok Ching Kong.

Mr. Fung Ping Shan, Mr. Wong Yun Tong.

Mr. P. K. Kwok, Mr. Chan Ching Shek.

Mr. Ng Chang Luk.

Chief Manager: Kan Tong Po, Esq.

Asst. Manager: L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 1/2 per annum.

For 6 months at the rate of 4 per annum.

For 12 months at the rate of 5 per annum.

KAN TONG PO, Chief Manager.

Hongkong, February 12th, 1920.

## THE BANK OF CHINA 行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital: \$60,000,000.00

Paid-up Capital: 12,378,800.00

Reserve Funds: 2,187,400.00

## HEAD OFFICE: PEKING.

HONGKONG BRANCH: 20-21, Connaught Road Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Branch: The National Provincial and Union Bank of England, Ltd.

New York Branch: Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:

For 3 months: 3% per annum.

For 6 months: 4% per annum.

For 12 months: 5% per annum.

TSUYEE FEE, Manager.

Hongkong, February 6th, 1920.

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital: £2,000,000

Reserve Fund: £2,000,000

Reserve Liability of Proprietors: £2,000,000

## FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

L. CROCKATT, Manager.

Hongkong, March 27th, 1920.

## THE INDUSTRIAL &amp; COMMERCIAL BANK, LTD.

Head Office: 8, Des Vaux Road Central, Hongkong Branch: Panchi Building.

## DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear interest at Rates 2%, 4%, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY, Manager.

Hongkong, July 1st, 1919.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital: \$15,000,000

Reserve Funds: 1,500,000

Sterling: 3,000,000

Silver: 1,000,000

Reserve Liability of Proprietors: \$15,000,000

## Court of Directors:

Hon. Mr. E. V. D. PAX—Chairman.

A. H. COMPTON, Esq.—Vice-Chairman.

G. M. de Wolf, Esq.—Hon. Mr. J. Johnston.

G. T. M. Edkins, Esq.—A. O. Lang, Esq.

A. S. Gubbay, Esq.—W. L. Paterson, Esq.

Hon. Mr. R. H. Holyoak—J. A. Plummer, Esq.

## Chief Manager:

Hongkong—N. J. STABB, Esq.

Shanghai—A. G. STEPHEN, Esq.

## LONDON BRANCH:

LONDON COUNTY AND WESTMINSTER &amp; PARS' BANK, LIMITED.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

N. J. STABB, Chief Manager.

H April 15th, 1920.

## BANQUE DE L'INDO-CHINE (FRENCH BANK).

Head Office: 11, Rue La Fayette, Paris.

Capital: Frs. 40,000,000

Reserves: 50,000,000

## BRANCHES AND AGENCIES:

Bangkok, Hongkong, Saigon

Batavia, Hanoi, Shanghai

Beijing, Kanton, Singapore

Canton, Peking, Tientsin

Haiphong, Fookshing, Yunnanfu

Hankow, Poon-Poon, Pondicherry

## BANKERS:

FRANCE: Comptoir National d'Escomptes de Paris, Crédit Lyonnais, Banque de Paris et des Pays-Bas, Crédit Industriel et Commercial, Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd. Comptoir National d'Escomptes de Paris, Crédit Lyonnais.

IN NEW YORK: J. P. Morgan &amp; Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERNINOGUÉ, Manager.

Hongkong, December 1st, 1919.

## VICKERS-PETTER

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## ECONOMY

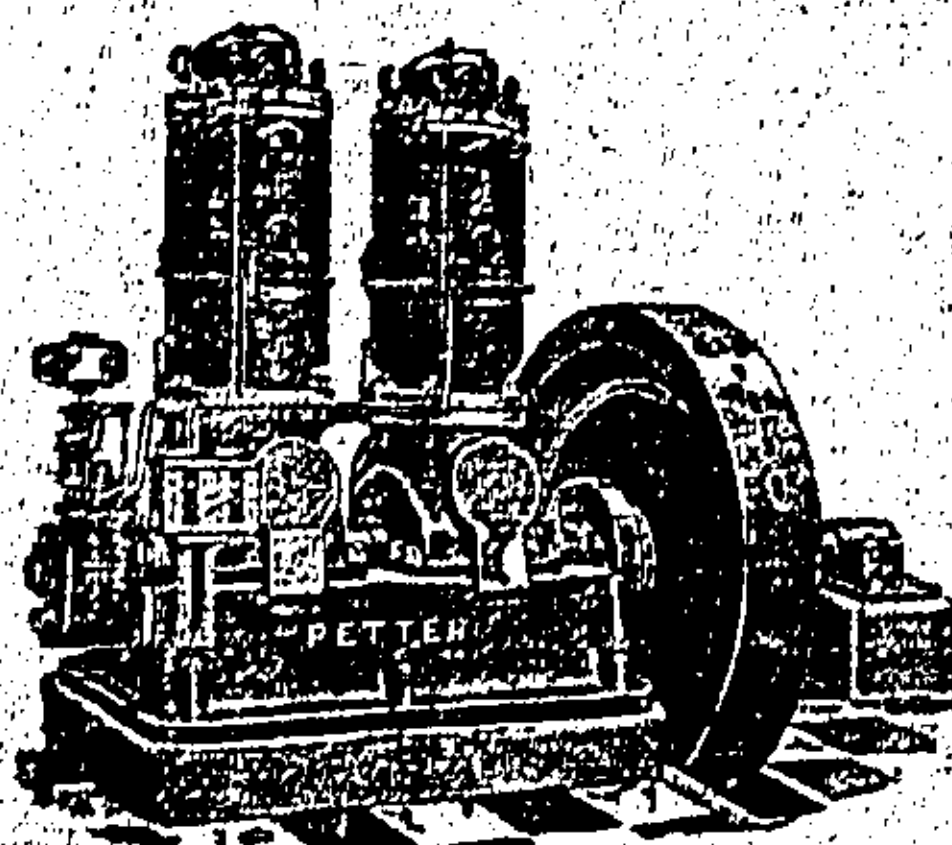
## A STANDARD SERIES

## FOR WORKING ON CRUDE &amp;

## RESIDUAL OILS OR REFINED

## PETROLEUM MANUFACTURED

## FOR BOTH MARINE AND LAND



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SEMI-DIESEL LAND TYPE ENGINE

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